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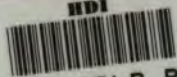
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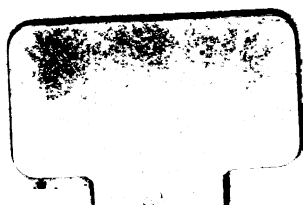
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NORTH DAKOTA
Public Service Commission

Annual Report
1890

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FIRST ANNUAL REPORT

OF THE

COMMISSOINERS OF RAILROADS

TO THE

GOVERNOR OF NORTH DAKOTA, Public
Service Commission

FOR THE YEAR ENDING NOV. 30, 1890.

BISMARCK, NORTH DAKOTA.:
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STATE OF NORTH DAKOTA.

OFFICE OF COMMISSIONERS OF RAILROADS, }
BISMARCK, December 1, 1890. }

TO THE HONORABLE JOHN MILLER,

Governor of the State of North Dakota:

SIR: In accordance with the requirements of Section 18 of "An act to regulate common carriers, and defining the duties of the Commissioners of Railroads in relation thereto in the State of North Dakota," we have the honor to submit herewith the first annual report of the Commissioners for the year ending November 30, 1890, with detailed reports from the various railroad lines doing business in the State.

Respectfully submitted,

5-16-52 Baken

GEO. S. MONTGOMERY,
Chairman;
T. S. UNDERHILL,
DAVID BARTLETT,
Commissioners.

REPORT OF THE

Commissioners of Railroads

OF THE STATE OF NORTH DAKOTA.

RAILROADS OF THE UNITED STATES IN 1889—GENERAL EXHIBIT FOR THE FISCAL YEAR.

Length of track laid up to December 31, 1889, 161,396.64 miles.

Of which were completed up to the close of the fiscal year of the respective companies, 160,544.24 miles.

Completed since close of fiscal year, 852.40 miles.

Increase in mileage in the calendar year 1889, 5,751.01 miles.

Increase of mileage in the fiscal year 1889, 6,268.43 miles.

Liabilities and assets of the companies owning the above 160,544.24 miles of line.

LIABILITIES.

Capital stock.....	\$ 4,495,099,318
Funded debt.....	4,828,365,771
Unfunded debt.....	357,477,160
Current debt.....	250,510,897
Total.....	\$ 9,931,453,146

ASSETS.

Cost of railroads and equipment.....	\$ 8,598,081,477
Real estate, stocks, bonds and other securities.....	1,177,431,927
Cash, bills receivable, current accounts, etc.....	429,979,646
Total assets.....	\$10,205,493,050
Excess of assets over liabilities.....	\$ 274,039,904
Excess of assets in various states.....	\$403,104,080
Excess of liabilities in various states.....	129,064,176
	\$ 274,039,904

Total mileage of railroads completed at the close of fiscal year, 160,544.24 miles, of which full statistics of operation were received from 152,689.04 miles.

Mileage of roads not reporting earnings, etc, consisting chiefly of new roads not yet brought into full operation, 7,855.28 miles.

In 1889 the greater portion of the new mileage was built in the last six months of the year, and consequently had not been brought into operation until the year 1890.

Miles operated, 152,689.04.

	Miles.
Passenger train mileage	279,620,145
Freight train mileage	430,719,737
Mixed train mileage	13,432,260
Total train mileage	723,772,142
Passengers carried	495,124,767
Passengers, mileage	11,965,726,015
Tons moved	619,137,237
Tons moved one mile	68,604,012,396
Earnings—Passenger	\$259,640,807
Freight	666,530,653
Other	66,865,396
Total	\$992,856,856
Operating expenses	674,731,517
Net earnings	\$318,125,339
*Other receipts, including rentals, received by lessor companies....	88,804,148
Total available revenue	\$406,929,487
Payments from available revenue—	
Interest on bonds	\$211,171,279
Other interest	6,747,142
Dividends	79,532,863
*Rentals	44,798,129
Miscellaneous	34,153,554
Total	\$376,402,967
Balance, excess of available revenue over actual payments therefrom for the year	\$ 30,526,520

* In all cases where the operation of leased railroads are separately reported, the lessors' income accounts have been omitted, a duplication of amounts under these heads being therefore avoided.

For the above statistics we are indebted to Poor's Manual of Railroads for 1890.

REPORTS OF COMPANIES.

Reports have been received from six companies, as follows:

Northern Pacific,
Chicago & Northwestern,
Chicago, Milwaukee & St. Paul,
St. Paul, Minneapolis & Manitoba,
Great Northern,
Minneapolis, St. Paul & Sault Ste Marie.

We would call attention to the fact that on January 31, 1890, all the roads controlled by the St. Paul, Minneapolis & Manitoba Railway Co., which included the main line, branches and spurs of that road represented by capital stock, together with the Willmar & Sioux Falls railway and the Duluth, Watertown & Pacific railway, whose entire capital stock was owned by the St. Paul, Minneapolis & Manitoba railway, and the Montana Central railway, which was operated under a lease, were leased to the Great Northern Railway company to be operated for a specified sum, for the term of 999 years, and that the following properties and securities were transferred to the Great Northern Railway company by the St. Paul, Minneapolis & Manitoba Railway company as subscription to capital stock, the same being made for the benefit of the St. P. M. & M. railway stockholders.

Pine lands, Mille Lacs county	\$	53,503	56
Bonds		4,695,800	00
Stocks		14,814,900	00
Land contracts		621,771	93
St. Anthony elevator site		39,382	84
Hotel LaFayette		207,075	22
Minnetonka beach lands		75,202	71
Devils Lake townsite		23,361	90
Sundry townsites		5,000	00
St. P., M. & M. railway consolidated mortgage bonds		750,000	00
Land grant, St. Cloud to Hinckley		553,525	74
		\$	21,839,523 90

These securities being represented upon the books at \$19,250,000. Interest on funded debt of the leased roads assumed by the Great Northern Railway company.

In the following compiled tables the St. Paul, Minneapolis & Manitoba Railway company reports business covering seven

months, from July 1st, 1889, to January 31, 1890 and the Great Northern Railway company reports for five months from February 1, 1890, to June 30, 1890, the end of the fiscal year. To avoid duplication of the mileage, stock, funded debt and debt per mile of these two reporting companies are given as that of the Great Northern Railway company.

The gross earnings of the Northern Pacific Railroad company, as given in the table, is only for rail lines, and does not include \$126,648.29 earnings of Cœur d'Alene lake and river water transportation.

The total mileage reported by the Minneapolis, St. Paul & Sault Ste. Marie does not include 160 miles of line in North Dakota graded but not yet completed for operation. The capital stock of the company, however, covers this uncompleted road.

FREE TRANSPORTATION OF FREIGHT.

The subject of free transportation of freight to destitute parties of our State is a difficult problem. The several railroad companies have done a large amount of free business, and, while we commend their generosity, we recommend that this business be based strictly on actual necessity. It is demoralizing in its effects and interferes with the establishment of permanent cheap rates, which would be of far greater benefit to the State than so large a free business.

The total mileage operated of the several railroads reporting, whose lines are partly within the State, is as follows:

Name of Railroad.	Miles.
Northern Pacific Railroad company.....	4,730.81
Chicago & Northwestern Railroad company.....	5,416.06
Chicago, Milwaukee & St. Paul Railroad company.....	6,901.19
Great Northern Railroad company.....	3,196.49
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	805.35

Total mileage operated by roads reporting 21,049.90

The mileage of the railroads in operation within the State is divided among the several roads as follows:

Name of Railroad.	Miles.
Northern Pacific Railroad company.....	855.20
Chicago & Northwestern Railroad company.....	14.28
Chicago, Milwaukee & St. Paul Railroad company.....	118.21
Great Northern Railroad company.....	997.92
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	99.13

Total mileage in the State..... 2,084.74

The capital stock of the several corporations is reported as follows:

Name of Railroad.	Amount.
Northern Pacific Railroad company—	
Common.....	\$49,000,000 00
Preferred	36,983,323 80
	<u>\$85,983,323 80</u>

Chicago & Northwestern Railroad company	66,532,820	53
Chicago, Milwaukee & St. Paul Railroad company—		
Common	\$39,868,961	00
Preferred	21,839,900	00
	61,708,861	00
Great Northern Railroad company—preferred	20,000,000	00
Minneapolis, St. Paul & Sault Ste. Marie	21,000,000	00

The funded indebtedness of the several railroads in operation in this State for the year ending June 30, 1890, was as follows:

Name of Railroad.	Amount.
Northern Pacific Railroad company	\$109,219,778 72
Chicago & Northwestern Railroad company	104,985,500 00
Chicago, Milwaukee & St. Paul Railroad company	125,693,000 00
Great Northern Railroad company—No funded debt, but has assumed interest on debt of St. Paul, Minneapolis & Manitoba Railway company on	52,785,000 00
Minneapolis, St. Paul & Sault Ste. Marie Railroad company....	19,601,021 40

The stock of each company operating railways in the State per mile of road operated is as follows:

Name of Railroad.	Stock per Mile.
Northern Pacific Railroad company	\$31,425 91
Chicago & Northwestern Railroad company	15,594 56
Chicago, Milwaukee & St. Paul Railroad company	10,908 73
Great Northern Railroad company	7,208 07
Minneapolis, St. Paul & Sault Ste. Marie Railroad company	26,672 76

The funded debt of each company operating railways in the State per mile of road in operation is as follows:

Name of Railroad.	Funded Debt per Mile.
Northern Pacific Railroad company	\$34,576 45
*Chicago & Northwestern Railroad company	24,700 26
Chicago, Milwaukee & St. Paul Railroad company	22,219 69
Great Northern Railroad company—Interest assumed on debt of St. Paul, Minneapolis & Manitoba	19,023 89
Minneapolis, St. Paul & Sault Ste. Marie Railroad company	26,765 38

The total stock and funded debt of each company operating railways in the State per mile of road operated is as follows:

Name of Road.	Stock and Debt per Mile.
Northern Pacific Railroad company	\$ 66,002 36
Chicago & Northwestern Railroad company	40,947 73
Chicago, Milwaukee & St. Paul Railroad company	33,128 42
Great Northern Railroad company	26,231 96
Interest assumed on stock and debt	53,438 14
Minneapolis, St. Paul & Sault Ste. Marie	

The grand total cost of construction, equipment and permanent improvements of each company operating railways in the State is as follows, reported to June 30, 1890:

* This apportionment of debt per mile does not include a total floating indebtedness of the Chicago & Northwestern Railroad company of \$2,775,688.23.

Name of Railroad.	Amount.
Northern Pacific Railroad company.....	\$ 180,484,350 05
Chicago & Northwestern Railroad company.....	155,328,489 99
Chicago, Milwaukee & St. Paul Railroad company.....	185,631,301 37
Great Northern Railroad company.....	78,555,469 49
Cost to St. Paul, Minneapolis & Manitoba Railroad company. }	
Minneapolis, St. Paul & Sault Ste. Marie.....	34,235,145 42

The number of passengers carried by each company on the entire line for the year ending June 30, 1890, was as follows:

Name of Railroad.	Number.
Northern Pacific Railroad company.....	2,214,704
Chicago & Northwestern Railroad company.....	12,213,627
Chicago, Milwaukee & St. Paul Railroad company.....	7,505,946
*St. Paul, Minneapolis & Manitoba Railroad company.....	1,429,444
†Great Northern Railroad company.....	796,605
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	222,506

The amount of passenger earnings by each company for the entire line for the year ending June 30, 1890, is as follows:

Name of Railroad.	Amount.
Northern Pacific Railroad company.....	\$5,910,347 44
Chicago & Northwestern Railroad company.....	6,334,364 47
Chicago, Milwaukee & St. Paul Railroad company.....	5,981,639 36
*St. Paul, Minneapolis & Manitoba Railroad company.....	1,147,070 54
†Great Northern Railroad company.....	661,322 43
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	329,332 32

The number of tons of freight carried by each company for the entire line for the year ending June 30, 1890, is as follows:

Name of Railroad.	Number of Tons.
Northern Pacific Railroad company.....	3,569,969
Chicago & Northwestern Railroad company.....	13,450,324
Chicago, Milwaukee & St. Paul Railroad company.....	9,292,992
*St. Paul, Minneapolis & Manitoba Railroad company.....	1,545,133
†Great Northern Railroad company.....	790,858
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	1,037,752

The amount of freight earnings by each company for the entire line for the year ending June 30, 1890, is as follows:

Name of Railroad.	Amount.
Northern Pacific Railroad company.....	\$15,355,112 53
Chicago & Northwestern Railroad company.....	19,864,151 89
Chicago, Milwaukee & St. Paul Railroad company.....	18,337,009 51
*St. Paul, Minneapolis & Manitoba Railroad company.....	4,538,691 10
†Great Northern.....	2,533,096 61
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	1,475,264 63

The amount of gross earnings from operations by each company for the entire line for the year ending June 30, 1890, is as follows:

*For seven months.
†For five months.

Name of Railroad.	Amount.
Northern Pacific Railroad company	\$22,737 612 85
Chicago & Northwestern Railroad company	27,421,193 46
Chicago, Milwaukee & St. Paul Railroad company	26,473,486 44
*St. Paul, Minneapolis & Manitoba Railroad company	6,154,371 46
†Great Northern	3,469,235 79
Minneapolis, St. Paul & Sault Ste. Marie	1,961,022 78

The gross earnings per mile of road operated by each company for the year ending June 30, 1890, is as follows:

Name of Railroad.	Gross Earning per Mile.
Northern Pacific Railroad company	\$6,342 78
Chicago & Northwestern	6,444 58
Chicago Milwaukee & St. Paul	4,679 92
*St. Paul, Minneapolis & Manitoba	2,050 31
†Great Northern	1,154 13
Minneapolis, St Paul & Sault Ste Marie	2,434 99

The number of passengers carried by each company in the State of North Dakota for the year ending June 30, 1890, is as follows:

Name of Railroad.	Number.
Northern Pacific Railroad company	255,682
Chicago & Northwestern Railroad company	6,889
Chicago, Milwaukee & St. Paul Railroad company	156,874
St. Paul, Minneapolis and Manitoba Railroad company	
Great Northern Railroad company	
Minneapolis, St. Paul & Sault Ste. Marie Railroad company	3 426

The number of tons of freight carried by each company in the State of North Dakota for the year ending June 30, 1890 is as follows:

Name of Railroad.	Number Tons.
Northern Pacific Railroad company	986,566
Chicago & Northwestern Railroad company	12,372
Chicago, Milwaukee & St. Paul Railroad company	194,224
St. Paul, Minneapolis & Manitoba	
Great Northern Railroad company	
Minneapolis, St. Paul & Sault Ste. Marie	27,215

The gross earnings of each company for the State of North Dakota for the year ending June 30, 1890 is as follows:

Name of Railroad	Amount.
Northern Pacific Railroad company	\$ 3,856,639 86
Chicago & Northwestern Railroad company	7,050 06
Chicago, Milwaukee & St. Paul Railroad company	553,295 87
St. Paul, Minneapolis & Manitoba Railroad company	
Great Northern Railroad company	
Minneapolis, St. Paul & Sault Ste. Marie Railroad company	33,040 23

The gross earnings per mile road operated by each company in the State of North Dakota for the year ending June 30, 1890 is as follows:

*For seven months.

†For five months.

Name of Railroad.	Gross Earnings Per Mile.
Northern Pacific Railroad company.....	\$ 4,549 53
Chicago & Northwestern Railroad company.....	493 70
Chicago, Milwaukee & St. Paul Railroad company.....	4,679 92
St. Paul, Minneapolis & Manitoba Railroad company.....	
Great Northern Railroad company.....	
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	333 30

The total expense of operating and maintaining each of the several roads for the entire line for the year ending June 30, 1890 was as follows:

Name of Railroad.	Expenses.
Northern Pacific Railroad company.....	\$ 13,233,536 11
Chicago & Northwestern Railroad company.....	17,043,868 35
Chicago, Milwaukee & St. Paul Railroad company.....	16,410,829 33
*St. Paul, Minneapolis & Manitoba Railroad company.....	2,850,246 71
†Great Northern Railroad company.....	1,763,343 37
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	1,369,322 02

The percentage of expense of operating and maintaining the several roads to their gross earnings on entire line, for the year ending June 30, 1890, was as follows:

Name of Railroad.	Per cent.
Northern Pacific Railroad company.....	57.88
Chicago & Northwestern Railroad company.....	62.16
Chicago, Milwaukee & St. Paul Railroad company.....	61.99
*St. Paul, Minneapolis & Manitoba Railroad company.....	46.31
†Great Northern Railroad company.....	52.20
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	69.83

The total expense of operating and maintaining the several roads within the State of North Dakota, as reported for the year ending June 30, 1890, was as follows:

Name of Railroad.	Expense.
Northern Pacific Railroad company.....	\$2,413,410 03
Chicago & Northwestern Railroad company.....	57,201 18
Chicago, Milwaukee & St. Paul Railroad company.....	342,986 33
*St. Paul, Minneapolis & Manitoba Railroad company.....	712,678 86
†Great Northern Railroad company.....	492,020 63
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	32,075 64

The percentage of expense of operating and maintaining the several roads to their gross earnings in the State of North Dakota for the year ending June 30, 1890, is as follows:

Name of Railroad.	Per Cent.
Northern Pacific Railroad company.....	62.58
Chicago & Northwestern Railroad company.....	
Chicago, Milwaukee & St. Paul Railroad company.....	61.99
St. Paul, Minneapolis & Manitoba Railroad company.....	53.16
Great Northern Railroad company.....	56.59
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	97.08

*For seven months.

†For five months.

The number of tons of freight carried one mile by each company for entire line for the year ending June 30, 1890, was as follows:

Name of Railroad.	Tons Freight Carried One Mile.
Northern Pacific Railroad company.....	1,095,880,073
Chicago & Northwestern Railroad company.....	2,033,781,138
Chicago, Milwaukee & St. Paul Railroad company.....	1,842,789,*45
*St. Paul, Minneapolis & Manitoba Railroad company.....	336,906,952
†Great Northern Railroad company.....	217,845,397
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	230,778,156

The average amount of compensation received per ton per mile for transportation by the several roads for the year ending June 30, 1890, was as follows:

Name of Railroad.	Receipts per Ton per Mile.
Northern Pacific Railroad company.	1.401 cents
Chicago & Northwestern Railroad company.	.977 cent
Chicago, Milwaukee & St. Paul Railroad company.....	.995 cent
St. Paul, Minneapolis & Manitoba Railroad company.....	1.347 cents
Great Northern Railroad company.....	1.163 cents
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	.651 cent

The average cost of transporting freight per ton per mile by the several roads for the year ending June 30, 1890, is estimated as follows:

Name of Railroad.	Cost per Ton per Mile.
Northern Pacific Railroad company.....	.848 cent
Chicago & Northwestern Railroad company.....	.581 cent
Chicago, Milwaukee & St. Paul Railroad company.....	.608 cent
St. Paul, Minneapolis & Manitoba Railroad company.....	.518 cent
Great Northern Railroad company.....	.468 cent
Minneapolis, St. Paul & Sault Ste Marie Railroad company.....	.412 cent

ACCIDENTS.

The number of passengers killed during the year.....	0
The number of passengers injured but not killed.....	16
The number of trainmen killed.....	4
The number of trainmen injured but not killed.....	28
The number of switchmen and flagmen killed.....	0
The number of switchmen and flagmen injured but not killed.....	12
The number of other employes killed.....	3
The number of other employes injured but not killed.....	6
The number of trespassers killed.....	4
The number of trespassers injured but not killed.....	2
The number of others killed.....	0
The number of others injured but not killed.....	1
Total casualties.....	76
Total number killed.....	11
Total number injured.....	65

* For seven months.

† For five months.

EMPLOYEES.

The number of employes of the several railroads reporting for the year ending June 30, 1890, was as follows:

Name of Railroad.	Number.
Northern Pacific Railroad company.....	11,201
Chicago & Northwestern Railroad company.....	18,333
Chicago, Milwaukee & St. Paul Railroad company.....	19,467
Great Northern Railroad company.....	5,802
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	1,430

The total amount of salaries and wages paid employes by the several railroads was as follows:

Name of Railroad.	Amount.
Northern Pacific Railroad company.....	\$ 8,366,250 36
Chicago & Northwestern Railroad company.....	11,203,930 41
Chicago, Milwaukee & St. Paul Railroad company.....	11,953,165 26
*Great Northern Railroad company.....	1,392,718 60
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	849,018 57

The number of employes of the several roads in the State of North Dakota as reported for the year ending June 30, 1890, as follows:

Name of Railroad.	Number.
Northern Pacific Railroad company.....	1,643
Chicago & Northwestern Railroad company.....	19
Chicago, Milwaukee & St. Paul Railroad company.....	406
Great Northern Railroad company.....	922
Minneapolis, St. Paul & Sault Ste. Marie.....	45

The total amount of salaries and wages paid employes in the State of North Dakota by the several railroads for the year ending June 30, 1890, was as follows:

Name of Railroad.	Amount.
Northern Pacific Railroad company.....	\$1,123,298 35
Chicago & Northwestern Railroad company.....	7,110 00
Chicago, Milwaukee & St. Paul Railroad company..	249,821 16
*Great Northern Railroad company.....	204,393 86
Minneapolis, St. Paul & Sault Ste. Marie Railroad company.....	26,243 00

The only road built in North Dakota for the year ending June 30, 1890, is that reported by the Northern Pacific Railroad Company, being an extension of the Jamestown & Northern Railway from Minnewaukan to Leeds, a distance of eighteen miles. The building of this extension to connect with the Great Northern Railway at Leeds, is a great convenience to the traveling public.

The general condition of the railroads of this State is good, and in this connection we append a statement showing betterments and improvements made by the Northern Pacific Railroad Company during the past season in North Dakota. Each road reporting was requested to give such statement, but this was the only one received:

*For five months.

Heavy steel rail laid, 94 miles	\$326,417.00
Ballasting and widening embankments, 73 miles	17,985.00
Cross ties, 490,459.....	157,910.00
3052 bridging replaced by earth embankments and culverts.....	19,882.00
New buildings	16,696.00
New water tanks.....	3,560.00
Fences, 16.6 miles.....	1,807.00
Extension to South Eastern Dakota Railroad, 6 miles.....	21,865.00
New loading platforms, 5.....	471.00
New stock yards, 10.....	529.00.
Total	<u>\$567,122.00</u>

NEW RAILROAD COMPANIES ORGANIZED.

The following new railroad enterprises have been incorporated:

THE JAMESTOWN & NORTHERN EXTENSION RAILROAD COMPANY.

Incorporated June 3, 1889.

To be constructed from a point of junction with the Jamestown & Northern Railroad at its terminus in Minnewaukan in Benson county to an eligible point on the International boundary line in the county of Towner, North Dakota.

Length, eighty miles.

Capital stock, \$1,600,000; 16,000 shares of \$100 each.

Directors—Frederick Billings of Woodstock, Vermont; Thomas F. Oaks, St. Paul, Minn.; Robert Harris, New York; Henry Stanton, New York, and James B. Williams, Stamford, Conn.

DAKOTA & NORTHWESTERN RAILROAD COMPANY.

Incorporated August 29, 1889.

To be constructed from a point at or near Voss, Walsh county, North Dakota, to a point on the international boundary line between Pembina county, N. D., and Manitoba, north of Hyde Park.

Length, 75 miles.

Capital stock, \$2,000,000.

Directors—John Bechtel, Cavalier, N. D.; Frank E. Herbert, Cavalier, N. L.; John A. Stadelman, Cavalier, N. D.; Albert F. Appleton, Crystal, N. D.; Frederick Weiss, Crystal, N. D.; Allen Hoople, Richmond, N. D., and Abner French, Hallson, N. D.

COMPLAINTS.

Since the organization of this Board, November 19, 1890, many complaints have been filed with the Commission by citizens of the State relating to grievances against the railroads. These complaints have received the prompt and careful attention of the Board, the majority of them have been adjusted to the satisfaction of the parties complaining. Several have been carried to the courts and some are still pending. The greater number of these complaints have grown out of the inability of the railroad companies to furnish cars for grain shipment promptly. We believe the roads have done all in their power to meet the demands in this respect fairly and without discrimination or distinction.

We herewith give the cases in detail:

Transfer switch at Grand Forks.

CITIZENS OF GRAND FORKS, N. D., *vs.* THE GREAT NORTHERN RAILWAY AND THE NORTHERN PACIFIC RAILWAY.

This case was brought before the Commission at their meeting on January 29, 1890, by the following communication from the Chamber of Commerce of the city of Grand Forks, which was considered by the Board and placed on file for investigation:

OFFICE OF THE CHAMBER OF COMMERCE,
GRAND FORKS, N. D., January 25, 1890.

To the Honorable Board of Railroad Commissioners:

GENTLEMEN:—Two years ago the Chamber of Commerce of this city petitioned the Northern Pacific and St. Paul, Minneapolis & Manitoba railways to place a switch and transfer at their intersection, in the northern part of the city, the same being demanded by the increasing wholesale business and the large number of distributing houses for farm machinery in the city of Grand Forks. After some time both railway companies agreed to join in putting in such switch. Repeated urgent requests have been made to the officers of said roads, and also to your predecessors, the Railroad Commissioners of Dakota Territory, which have been of no avail.

This Chamber, on behalf of the business men of Grand Forks, hereby request that you take immediate cognizance of this complaint, investigate the matter and view the ground at said intersection between said roads and formally order said railroad companies to provide every facility for the transfer of freight

Comr. of R. R's 2.

and passengers, or either, at said point, in pursuance to section 11 of an act approved March 8, 1889 (Session Laws, pp. 142-9).

And they will ever pray,
W. R. BIERLY, Secretary.

WM. H. BROWN,
President.

After a thorough investigation by the Board, they decided unanimously that there was a necessity for such transfer facilities, and that the demands of the citizens of Grand Forks were reasonable, in order to promote the convenience and accommodation of the public, and at a regular meeting of the Board, held March 7, 1890, the following resolution was adopted:

"Resolved, That the secretary be instructed to notify the Northern Pacific and the Great Northern railroads that the people of Grand Forks have petitioned, and this Board requests, that a transfer switch or "Y" be placed at the crossing of said roads at Grand Forks as soon as practicable."

On March 10, 1890, the following letter was sent to the Great Northern Railway Company and one of similar import to the Northern Pacific Railroad Company;

OFFICE OF COMMISSIONERS OF RAILROADS,

BISMARCK, N. D., March 10, 1890.

A. L. Mohler, Esq., General Manager Great Northern Railway, St. Paul, Minn.:

DEAR SIR: At a meeting of the Board of Commissioners of Railroads held March 7, 1890, the following resolution was adopted.

"Resolved, That the Secretary be instructed to notify the Northern Pacific and Great Northern railroads that the people of Grand Forks have petitioned and this board requests that a transfer switch or "Y" be placed at the crossing of said roads at Grand Forks as soon as practicable." By the Board.

HARVEY HARRIS,
Secretary.

To this letter and the one sent the general manager of the Northern Pacific Railroad company, the following replies were received:

ST. PAUL, MINN., March 24, 1890.

Harvey Harris, Esq., Secretary Board of Railroad Commissioners, Bismarck, N. D.:

DEAR SIR:—Your favor of the 10th has been received. Correspondence of this character is answered by Col. Clough, our vice president, who will be here within a few days, and to whom I have referred the same.

Yours truly,

A. L. MOHLER.

APRIL 2, 1890.

Harvey Harris, Esq., Secretary Railroad Commission, North Dakota, Bismarck, North Dakota:

DEAR SIR: Your letter of March 10th, relative to "Y" connection at Grand Forks, North Dakota, has been received and I have had the matter investigated.

In reply, will say that this company has no objection to putting in the proposed "Y", and can lay its proportion of the track whenever the Great Northern Railway is ready to put in their proportion.

Yours truly,
W. S. MELLER,
General Manager.

No reply was received from Colonel Clough in regard to the matter, but at a meeting of the board held in St. Paul on April 16, 1890, he said that his road did not admit that there was any necessity for a transfer switch at Grand Forks, but he assured the Board that he would send a representative of his road with them to investigate the matter within ten days, and that he would notify the Board when to meet him at Grand Forks. No notice was ever received by the Board and no representative of the Great Northern railway was ever sent to investigate the matter with the Board.

And at a meeting of the board held at Jamestown, N. D., on May 16, 1890, the following order was duly made, adopted and entered of record.

OFFICE OF BOARD OF COMMISSIONERS OF RAILROADS.

BISMARCK, N. D., May 16, 1890.

To the Great Northern Railway Company, and the Northern Pacific Railroad Company, St. Paul, Minnesota:

WHEREAS, The citizens of Grand Forks in the State of North Dakota, have petitioned this Board to cause "Ys" and transfer switches and proper transfer facilities to be put in and constructed at the crossing of your said railroads in said city of Grand Forks; and

WHEREAS, This Board has duly investigated said matter and the necessity for such transfer facilities, and in the judgment of this Board the same is reasonable and expedient in order to promote the convenience and accommodation of the public;

Now, THEREFORE, You and each of you are hereby ordered and notified pursuant to a resolution adopted by this Board to forthwith provide, construct and put in at the point of crossing of your said roads in the city of Grand Forks in the county of Grand Forks, and State of North Dakota the necessary "Ys," transfer switches and all other necessary facilities for transferring cars from each of your said roads to the other and to afford all equal and reasonable facilities for interchange of cars and traffic between your respective lines of road at said point. Said "Ys," transfer switches and all other transfer facilities hereinbefore mentioned to be completed within thirty days from the date of the services of this notice.

By the Board,

GEO. S. MONTGOMERY, Chairman.

Attest: HARVEY HARRIS, Secretary.

This order was served upon each of the railroads concerned, as required by law.

The Northern Pacific replied substantially as they had on April 2d, that they were ready and willing to comply with the order of the Board, and were ready and willing to furnish its proportion or share of the labor and materials necessary, or to pay its proper and just proportion of the cost of putting in said "Y," transfer switches and connections.

The following reply was received from the Great Northern Railway:

GREAT NORTHERN RAILWAY LINE,

ST. PAUL, MINN., May 20, 1890.

Harvey Harris, Esq., Secretary Board of Railroad Commissioners, Bismarck, N. D.:

DEAR SIR: Your favor of the 17th inst., by registered letter, enclosing order of your Commission that a connecting track between the system of this com-

pany and that of the Northern Pacific at Grand Forks be put in, has been duly received.

We do not think the Commission has any jurisdiction to make this order. It is one which, in our judgment, the public interests do not require, and would entail considerable outlay upon this company. We shall, therefore respectfully decline to comply with the order.

Yours respectfully,

W. P. CLOUGH,
Vice President.

At a meeting of the Board, held at Jamestown August 22, 1890, the following resolution was adopted:

"Resolved, That the Attorney General be instructed to begin suit to compel the Great Northern Railway to put in the "Y" or transfer switch at Grand Forks, as per order of the Board of May 16, 1890."

Suit was begun before Judge Templeton of the First Judicial District, and the case was argued in chambers at Grand Forks, October 14, 1890, by Attorney General Geo. F. Goodwin for the State and General Solicitor M. D. Grover for the Great Northern Railway. The case was taken under advisement by the judge, and no decision has yet been rendered.

THE MILTON FARMERS CO-OPERATIVE ASSOCIATION vs. THE GREAT NORTHERN RAILWAY.

In this case the Farmers Co-operative association had petitioned the Great Northern railway for a site for an elevator at Milton, N. D., and the site had been refused. They appealed to the Commission and were referred to Chapter 189, Laws of 1890, entitled "An act providing for the erection of public grain warehouses and elevators, on the right of way of railroad corporations and contiguous thereto, and prescribing condemnation proceedings in connection therewith." This act providing an adequate remedy the Commission had no jurisdiction in the matter.

KENT & BROWN vs. THE GREAT NORTHERN RAILWAY.

On March 31, 1890, Messrs. Kent & Brown made complaint against the Great Northern railway. The firm were shippers of produce, principally to Helena and Butte, Mont., and to Tacoma and Seattle, Wash. Their complaint was that they were compelled to pay the same rate from Lakota, N. D., that shippers from St. Paul, Minn., were charged to the same points in the west. As this matter was not under the jurisdiction of the Commission Messrs. Kent & Brown were so informed and recommended to make complaint to the Inter-State Commerce Commission.

CITIZENS OF HICKSON, N. D. vs. THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

This is a case that came from the Territorial Railroad Commission November 16, 1889, the citizens of Hickson asking that a depot be built at that point. Soon after the organization of this Board the matter was taken up and the railroad company asked to grant the request of the citizens. To this request the following reply was received:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,
GENERAL SUPERINTENDENT'S OFFICE,
MILWAUKEE, December 27, 1889.

Mr. G. S. Montgomery, Chairman Board of Railroad Commissioners for North Dakota, Bismarck, N. D.:

DEAR Sir: Replying to your favor of the 23d inst., relative to a depot at Hickson, on the Fargo Southern Line.

It has been our experience that building operations in Dakota during the winter months are exceedingly expensive and unsatisfactory, and we have been obliged to make it a rule not to undertake any work of that kind during these months.

We will, however, take the Hickson matter under consideration in the early spring, and if we find that the business of the station will justify the erection of a depot building, we will go at it as early as possible next season.

Yours truly,
A. J. EARLING,
General Superintendent.

No action having been taken by the railroad, on May 15, 1890, their attention was again called to the matter, and on May 19, 1890, the following communication was received:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,
GENERAL SUPERINTENDENT'S OFFICE,
MILWAUKEE, May 19, 1890.

Harvey Harris, Esq., Secretary Board of Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: I am in receipt of your favor of the 15th, relative to depot facilities at Hickson.

Our assistant general superintendent of the northern district does not appear to think that the business of that station is sufficient to require a depot. I had delayed writing you, however, for the reason that I have been expecting to make a trip over our Dakota lines very soon, and it is my intention to look the situation over again, after which I will advise you further.

Yours truly,

A. J. EARLING,
General Superintendent.

No further communication having been received, the case is still pending.

**THE CITIZENS OF YORKTOWN, DICKEY COUNTY, N. D.,
vs. THE MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY.**

In this case the citizens of Yorktown complained that the "Soo" Railroad refused to establish a station at their village; that their nearest station east of Yorktown was Clement, 7 miles, and on the west Fullerton, 4 miles.

The attention of the railroad was called to this complaint, and on May 17, 1890, the following reply was received:

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY CO.
OFFICE OF GENERAL MANAGER,
MINNEAPOLIS, May 17, 1890.

Harvey Harris, Esq., Secretary Board of Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR:—I beg to acknowledge the receipt of your valued favor of the 14th, relative to a platform and side track at a point called Yorktown, North Dakota.

This entire matter was officially acted upon by the former Board of Railroad Commissioners of North Dakota, and this company was excused from establishing a station at that point, the Honorable Board having found that the people in that vicinity had sufficient station accommodations.

As a matter of fact, there is no development there whatever, and the establishment of a station there would afford a precedent for establishing a station at any point where two or three people chose to claim a town.

For our company, I would say that we are at all times ready to enter on any course that will enhance our revenues, and, if you will permit the expression, we are on the "keen scent" for places at which stations can be located with profit. In the opinion of the writer, there is absolutely no grounds for creating a station at Yorktown, and we cannot entertain a proposition that would lead to the establishment of one.

Yours truly,
F. D. UNDERWOOD,
General Manager.

Later the matter was personally investigated by Commissioner Underhill and found to be substantially as stated by General Manager Underwood, and the railroad was excused from establishing such station.

**J. E. WHITE *et al.* OF EDINBURGH, WALSH COUNTY,
vs. THE GREAT NORTHERN RAILWAY.**

On September 1, 1890, J. E. White, and others of Edinburgh sent a petition to the Governor of the State asking that a depot be built at that point, stating that there is an annual business at that point of over \$100,000, that the grain shipments amount to from 250,000 to 500,000 bushels per annum, and that the depot facilities, both passenger and freight are inadequate, their petition was referred to this Board, and the case is still pending.

**P. McHUGH, OF LANGDON, N. D., vs. THE GREAT
NORTHERN RAILWAY.**

In this case the complainant petitioned the Great Northern railway for a site for a flat house to handle barley, oats and flax. The company refused to give the site, and the matter was brought before the commission, and at a meeting of the Board September 26, 1890 the Secretary was instructed to refer Mr. McHugh to Chapter 189, Laws of the First Legislative Assembly of North Dakota, which provide for cases of this kind.

**D. O'MALLEY OF VALLEY CITY, N. D., vs. THE NORTH-
ERN PACIFIC RAILROAD COMPANY.**

In this case Mr. O'Malley petitioned the Northern Pacific Railroad company for a site for an elevator on their right of way, which request was not granted by the railroad. The matter was brought before the commission and was by them laid before General Manager Mellen of the Northern Pacific Railroad company.

Site granted and matter adjusted to the satisfaction of Mr. O'Malley.

**JULIUS WIRKUS, OF MINTO, N. D., vs. THE GREAT
NORTHERN RAILWAY COMPANY.**

Mr. Wirkus had requested the Great Northern Railway company to give him a site on their right of way on which to build a loading platform; the company refused and the matter was brought before the Commission, and, although the Board had no jurisdiction in the matter, an adequate remedy having been provided in Chapter 189, Laws of North Dakota, they requested the railway company to investigate the matter, and if the shipping interests of Minto demanded a loading platform, to grant a site to Mr. Wirkus.

The following reply was received from W. P. Clough, vice President of the Great Northern Railway company:

ST. PAUL, MINN., September 18, 1890.

*Harvey Harris, Esq., Secretary Board of Commissioners of Railroads, Bismarck,
N. D.:*

DEAR SIR: With regard to the complaint of Julius Wirkus, regarding our refusal to permit erection of grain loading platform at Minto, I would say that there are five elevators and warehouses now at that point, having an aggregate capacity of 225,000 bushels, which will be more than ample for handling all the grain offered. We have no space left at that point which we can properly devote to platform purposes.

Yours respectfully,

W. P. CLOUGH,
Vice President.

**JOHN A. EASTMAN OF CARLISLE, N. D. vs. THE GREAT
NORTHERN RAILWAY COMPANY.**

Under date of September 9, 1890, Mr. Eastman complained to the Board that he and other farmers had been refused cars for shipment of grain by the agent of the Great Northern Railway company, the railway company were notified September 13th of this complaint, and on September 15th, General Manager A. L. Mohler answered. "Our agent has been instructed to furnish cars."

**OLE LEVERDAL OF WILLOW CITY, N. D., vs. THE
GREAT NORTHERN RAILWAY COMPANY.**

This complaint, made to the Board September 13th, stated that the complainant had made application for a car to ship grain, and that the local agent had refused to give him a car or to try to get him one. The railway company was notified on September 15th, and a car was furnished without delay.

**DENNIS DWYER OF STERLING, N. D., vs. THE NORTH-
ERN PACIFIC RAILROAD COMPANY.**

**F. G. BARLOW OF BARLOW, N. D., vs. THE NORTHERN
PACIFIC RAILROAD COMPANY.**

In both of the above cases complaint was made that cars could not be had for shipment of grain. The Northern Pacific Railroad company was notified on October 3d and asked to furnish cars to Mr. Dwyer at Sterling and Mr. Barlow at Barlow. The following letter was received from General Manager Mellen:

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF THE GENERAL MANAGER,
ST. PAUL, MINN., October 6, 1890.

Harvey Harris, Esq., Secretary Board of Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Your letter of October 3d received, referring to complaint of Messrs. Dwyer & Barlow that sufficient cars cannot be had to move their grain. This complaint is a general one now, but we are doing our very best for all our patrons. You may rest assured it is our disposition to accommodate all as far as we are able. We have not an idle car on our line of any description.

Yours truly,
WM. S. MELLEN,
General Manager.

Mr. Dwyer received cars before the reply of the general manager reached this office, and we presume Mr. Barlow was as promptly accommodated, as we heard nothing further from him.

DAVID McKENNEY, OF MAYVILLE, N. D., vs. THE GREAT NORTHERN RAILWAY COMPANY.

Complainant in this case stated that he was refused cars unless all the wheat to load cars was on the right of way ready for shipment, and although he gave assurances that the car would be loaded in twenty-four hours, as required, and offered to give bond to that effect, the agent still refused. The attention of General Manager A. L. Mohler was called to the matter, and cars were furnished Mr. McKenney promptly, and he has had no further trouble.

E. C. STEVENS, OF GRANDIN, N. D., vs. THE GREAT NORTHERN RAILWAY COMPANY.

A. B. BASYE, OF CANDO, N. D. vs. THE GREAT NORTHERN RAILWAY COMPANY.

Both of the above complaints were on the same ground as that of David M. Kenney, of Mayville, that cars were refused unless all the grain to load the car was on the right of way ready to be loaded. The Board promptly notified the general manager of the Great Northern railway that the rules adopted by them for the distribution of cars to stations and to shippers, and which had been approved by the general manager himself, did not require the above conditions, and he was asked to correct the abuse at once. Under date of October 3d he replied: "The difficulty is scarcity of cars." Both of these matters have been corrected.

C. O. ULVEN, OF CHRISTINE, N. D., vs. CHICAGO, MILWAUKEE & ST. PAUL RAILROAD COMPANY.

On September 29th complainant informed the Board that cars could not be had to ship his grain. The company was notified October 3d and under date of October 6th replied as follows: "There is a great shortage in cars. We are doing all in our power to give relief to those stations that are hardest pressed. Hope to help out Christine very soon." As there was no further complaint we presume cars were furnished.

A. W. PORTER, OF ADRIAN, N. D., vs. THE NORTHERN PACIFIC RAILROAD COMPANY.

On October 16th the complainant notified the Board that the conductors had orders not to give any cars to any one. He was instructed to make application for cars to nearest local agent and not to conductor. Cars supplied.

H. D. BLOSS, OF STERLING, N. D., vs. NORTHERN PACIFIC RAILROAD COMPANY.

Lack of cars to ship his wheat. Case reported and cars supplied.

JOHN NORAM, OF DRISCOLL, N. D., vs. NORTHERN PACIFIC RAILROAD COMPANY.

Cannot get cars to ship grain. Attention of the company called to this case and cars furnished.

J. J. STEPHENS, OF VERONA, N. D., vs. NORTHERN PACIFIC RAILROAD COMPANY.

Complainant states that there is no agent at Verona, and he had ordered for himself and other farmers some ten or twelve cars from freight conductors and had not got one car; that the conductors had told him they had no authority to give cars except as ordered by their superiors. Mr. Stephens was instructed to apply to his nearest local agent for cars. We presume he has been supplied, as there has been no further complaint from that point.

WM. FOSTER OF BATHGATE, N. D., vs. GREAT NORTHERN RAILWAY COMPANY.

In this case the Great Northern Railway company refuse to give complainant a site for a loading platform. Referred to Chapter 189, Laws of North Dakota which provides an adequate remedy.

H. S. WEBSTER OF GLASSTOWN, N. D., vs. GREAT NORTHERN RAILWAY COMPANY.

Has had trouble in getting cars for grain shipment, and wants to know what the rules are for distribution of cars.

Copy of rules sent. No further trouble reported.

THOMAS CONNOLLY OF WAHPETON, N. D. v. CHICAGO MILWAUKEE & ST. PAUL RAILROAD COMPANY.

Has ordered cars sent to Tyler station for grain shipment, but could not get them; cause, shortage in cars. Matter adjusted and cars supplied.

FRANK S. DURHAM, OF NEW ROCKFORD, N. D. vs. NORTHERN PACIFIC RAILROAD COMPANY.

Failure to get cars for grain shipment. Company notified and cars supplied.

JACOB FULTZ, OF OBERON, N. D., *vs.* NORTHERN PACIFIC RAILROAD COMPANY.

In this case complainant had ordered cars on October 25th. On November 7th two cars were set off by a freight conductor late in the evening, and Mr. Fultz began loading one without authority from the local agent, who had instructions to give the cars to the elevators. The Northern Pacific elevator took the car which had been appropriated by Mr. Fultz, threw his wheat on the ground and loaded it themselves. Mr. Fultz was recommended to get authority from local agent before beginning to load cars.

The railroad company was notified of the situation, and cars were furnished to complainant.

H. STONG, OF ST. THOMAS, N. D., *vs.* GREAT NORTHERN RAILWAY COMPANY.

We present this case fully because of certain misrepresentations which found their way into the press of the State in regard to it. On November 11th, the following telegram was received from Mr. Stong: "I cannot get cars to ship my wheat from here; please investigate," to which reply was made as follows:

OFFICE OF COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., November 11, 1890.

H. Stong, Esq., St. Thomas, N. D.:

DEAR SIR: Your telegram at hand. Has the agent at St. Thomas refused cars and if so what reasons does he give. We will try and have cars supplied. The demand is so great at the present that the railroads cannot half supply it. Enclosed find copy of rules for distribution of cars adopted by the Board and endorsed by the railroad companies. We are assured by the companies that they are doing all in their power to supply cars in accordance with these rules.

Yours very truly,
HARVEY HARRIS,
Secretary.

On November 14th the following was received from Mr. Stong:

ST. THOMAS, N. D., November 12, 1890.

Mr. Harvey Harris, Secretary Railroad Commission, Bismarck, N. D.:

DEAR SIR: My complaint is that the other elevators here are not full, and they get cars. that is, one each is distributed to each of us, according to law. One car keeps me open about an hour, while the others don't require them only to keep me closed up. I ask my elevator relieved so that I can buy wheat.

Respectfully,
H. STONG.

Reply to yours of the 11th inst.

The Great Northern Company was notified of the situation by the following letter:

OFFICE OF COMMISSIONERS OF RAILROADS,

BISMARCK, November 14, 1890.

W. S. Alexander, Esq., General Traffic Manager, Great Northern Railway, St. Paul, Minn.:

DEAR SIR: This office is in receipt of a complaint from H. Stong of St. Thomas, N. D., who has an elevator at that point.

He says. "My complaint is that the other elevators here are not full, and they get cars, that is, one each is distributed to each of us according to rules, one car keeps me open about one hour, while the others don't require them only to keep me closed up. I ask that my elevator be relieved so that I can buy wheat."

Can you not give Mr. Stong relief immediately and keep his elevator open.

Yours very truly,

HARVEY HARRIS,
Secretary.

To which the following reply was received:

ST. PAUL, MINN., November 17, 1890.

Harvey Harris, Esq., Secretary Board of Railroad Commissioners, Bismarck, N. D.

DEAR SIR: I desire to acknowledge receipt of your favor of the 14th inst., concerning a complaint of Mr. H. Stong of St. Thomas of discrimination in the distribution of cars at that point for the shipment.

Please accept my thanks for calling our attention to this matter. Although it is difficult at times to furnish all the cars called for through the present rush, we will do our best to help Mr. Stong out.

Yours truly,

P. P. SHELBY,
General Traffic Manager.

ALEX. MORRISON OF BATHGATE, N. D., *vs.* THE
GREAT NORTHERN RAILWAY COMPANY.

Cannot get cars.

Company notified and cars furnished.

J. H. HIGH OF ODELL, BARNES COUNTY, N. D., *vs.*
THE NORTHERN PACIFIC RAILROAD COMPANY.

C. J. CHRISTIANSEN OF ODELL, N. D., *vs.* THE NORTH-
ERN PACIFIC RAILROAD COMPANY.

In both of above cases cars were supplied by order of General Manager Mellen.

ABRAM BALDWIN AND OTHERS OF OBERON, N. D., *vs.*
THE NORTHERN PACIFIC RAILROAD COMPANY.

Still pending. No report.

T. O. SCHJELDAHL OF PORTLAND, N. D., *vs.* THE
RAILWAY COMPANY.

No report.

ELEVATOR LAWS AND SHIPMENT OF GRAIN.

The first Legislative Assembly of North Dakota passed five laws regulating elevators and the shipment of grain, three of which provided for a license fee, and were so conflicting in their provisions that the elevator men were in a quandary and could not determine what course to pursue. It was thought by many of those interested that a public warehouse business could not be done under the conflicting laws of the State.

This state of affairs would blockade the shipment of grain, and work a general disaster to the producers and shippers of grain, and as the time for grain shipping approached there was a universal demand that some way be devised by which a general storage and public warehouse business could be done by the elevators. In view of the serious complications which had arisen, the Commissioners thought best to have a conference with the elevator men. Such conference was held in Minneapolis on Wednesday, August 13, 1890. The Commissioners had with them their legal adviser, Attorney General Geo. F. Goodwin, and besides representatives from all the leading elevator companies doing business in North Dakota, their attorneys, Judge M. B. Koon and Judge Wilson were also present. The whole ground was gone over and the conflicting provisions of the laws thoroughly discussed, but no definite conclusion reached; and finally the whole matter was referred to the Attorney General for his written opinion "as to what laws are in force in North Dakota governing elevators and warehouses and the buying, selling and storing of grain."

The Attorney General having rendered his opinion, a meeting of the Commission was held and the following circular was issued to the public, which explains itself:

To the Public:

In view of the existing difficulties in reference to the conflicting provisions of the elevator and warehouse laws of the State, we would make the following statement:

A conference was held with the elevator companies in Minneapolis, Wednesday, August 13, 1890, at which they claimed that they could not do business under the existing laws for the following reasons:

First. That the rates of storage allowed under Chapter 187 are unreasonable;

Second. That Section 10, of Chapter 187, which provides that "when a storage receipt is issued for any kind of grain, the quality of which falls below the

highest standard, then such storage receipt shall expressly state how many cents per bushel below the price for the highest grade, such grain shall be bought at when sold," is an unreasonable provision and an unjust restriction of trade;

Third. The uncertainty of the conflicting laws providing for license laws requiring three different licenses being on the statute books.

Being unable to arrive at any conclusion, the Attorney General was asked for a written opinion as to what laws are in force in North Dakota governing elevators and warehouses and the buying, selling and storing of grain, which opinion we quote in full:

OFFICE OF ATTORNEY GENERAL,
BISMARCK, N. D., Aug. 13, 1890.

Harvey Harris, Esq., Secretary Board of Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Complying with the request of your honorable Board, of the 13th inst., for my opinion as to what laws of the State of North Dakota are now in force governing elevators and warehouses and the buying, selling and storing of grain therein, I beg leave to say:

When the First Legislative Assembly of the State of North Dakota convened there was in force Chapter 130 of the General Laws of 1887, the same being a General Law fully covering the subject of the control of elevators and warehouses and the buying, selling and storing of grain in the State of North Dakota. The first act passed by the late Legislative Assembly upon this subject was known as House File No. 136 which, received executive approval February 13, 1890, as Chapter 190 of the General Laws of 1890. This was an amendment of Section 4, Chapter 130, of the Laws of 1887, more specifically defining public warehouses and requiring additional duties. The next bill that became a law upon this subject was known as House File No. 50, approved March 8, 1890, and appearing as Chapter 187 of the General Laws of 1890. This act covered all the main provisions of Chapter 130 of the Laws of 1887 and was apparently intended as a complete revision and codification of the Laws of the State upon the subject of buying, selling and handling of grain of all kinds. On the 31st day of March, 1890, two other acts upon this subject received the executive approval.

One known as House File No. 265 was an act to regulate warehouses, inspection, weighing and handling of grain. This appears in Chapter 188 of the General Laws of 1890. The other act, approved upon this date, was known as House File No. 38, and provided for the licensing of public warehouses, and appears as Chapter 138 of the public laws of 1890. There is also another act, Chapter 189 of the public laws, providing for the erection of grain warehouses on railroad rights-of-way. As this law has no relation to the buying, selling, storing or handling of grain, it will not be further considered in this opinion. To attempt to state even in a condensed form the various provisions of these several laws, or to state the reasons upon which my conclusions are based, would extend this opinion beyond any reasonable length. I shall, therefore, content myself by simply stating, as briefly as possible, the conclusions I have arrived at with reference to the laws hereinbefore referred to. In my opinion, Chapter 187 of the laws of 1890, being a complete revision upon the whole subject of buying, selling and handling of grain of all kinds in the State of North Dakota, thereby repealed Chapter 130 of the General Laws of 1887; Chapter 190 of the laws of 1890 being an amendment of Section 4 of said Chapter 130 of the laws of 1887, and having been passed and approved a long time prior to Chapter 187 of the laws of 1890, was also repealed thereby. My first impression was that Chapter 187 of the laws of 1890 was itself repealed by the provisions of Chapter 188, which was subsequently adopted. Repeals by implication are not favored in law; and after a careful and painstaking study of the provisions of both of said chapters, and keeping in view the main objects sought to be accomplished in each of said laws, I am of the opinion that Chapter 187 is not repealed by Chapter 188, but that both may consistently stand together.

I am therefore of the opinion that while there are many provisions of a general nature in Chapter 188, the language of which is broad enough to apply to any and all elevators and warehouses in the State, yet such language when con-

sidered in the light of the main object of said Chapter, can reasonably be construed as applying only to the public warehouses defined in said act and located at Grand Forks, Fargo, Wahpeton and Fairmount. Said Chapter 188 never having been put into practical operation by the Commissioners of Railroads for the reason that the \$500 appropriated for that purpose was wholly inadequate to carry out the provisions of said law, I do not think the same should be considered in determining regulations for the buying, selling, storing and handling of grain in North Dakota. There are some general provisions with reference to the duties and powers of the Commissioners of Railroads over the grain interests of the State that are undoubtedly in force. This leaves Chapter 187 and Chapter 138 of the laws of 1890 still in force, except so far as Chapter 187 is modified by the provisions of Chapter 138. Section 14 of Chapter 187 requires every public warehouseman to procure a license from the county auditor of the respective counties at a fee of \$1 for 1,000 bushels of elevator capacity and Chapter 138 requires such public warehouseman to procure a State license from the Commissioners of Railroads and the fee is fixed at \$2.50 per 1,000 bushels of elevator capacity or major fraction thereof, and that no license shall be issued for less than \$25. I am of the opinion that Chapter 138, being the latter expression of the legislative intent, necessarily repeals the provisions of Section 14 of Chapter 187 and that the license fee now required is at the rate of \$2.50 per 1,000 bushels of elevator capacity as provided in Chapter 138. It is claimed by the elevator companies that the execution of any license fee in addition to the payment of their regular taxes upon the assessed valuation of their property is unjust. It is further claimed that the provisions of Section 10 of Chapter 187, which requires a receipt issued for any kind of grain the quality of which falls below the highest standard, not only to express and determine the grade, but shall likewise expressly state how many cents per bushel below the price for the highest grade such grain shall be bought at when sold, is an unlawful restraint of trade and therefore void.

They further claim that the maximum rates fixed in section 22 of said Chapter 187 for receiving, elevating, insuring, storing, and delivering grain are unreasonable and less than actual cost thereof to them, and that said act is, upon that ground, unconstitutional. The constitution of the United States and of this State guarantee to every person engaged in a public business the right to receive a reasonable compensation for the services rendered the public; and this right is expressly recognized in Section 9 of said Chapter 187, which provides that such public warehouseman is entitled to receive a reasonable charge per bushel for receiving, handling, storing and insurance charges. If, then, the claim made by the elevator companies that the maximum rates for warehousing are unreasonable and less than cost, the law to that extent would be unconstitutional and void under the decisions of the United States Supreme Court. Or, if the requirements of Section 10, requiring such warehousemen to state upon the face of each receipt how many cents per bushel below the price for the highest grade shall be paid for such inferior grade as contained in such receipt is an unlawful restraint of trade, then to that extent the law would be void.

These are all proper questions for the court in any action, civil or criminal, brought under the provisions of said act. The law is now well established that portions of an act may be unconstitutional and void, and yet the whole act not fail. I do not think that the provisions of Sections 10 and 22 are so intimately connected and related to the rest of the act that their being held void would destroy the validity of the act, and am, therefore, of the opinion that the balance of said act is valid and may be enforced, even though for the reasons above suggested the courts should hold that Sections 10 and 22 were unconstitutional and void. I am also of the opinion that the provisions of Chapter 138, requiring public warehousemen to pay a reasonable license fee in addition to their regular assessed taxes is a valid exercise of the legislative power, and that the fee therein fixed is not so high as to make the same unreasonable. Said Chapter 138 having, in my opinion, repealed that portion of Chapter 187 with reference to the procuring of a license from the county, also repealed the provisions of said chapter requiring

the giving of a bond, and that there is now no provision of law in force in this state requiring public warehousemen to give bonds.

Respectfully submitted,

GEO. F. GOODWIN,
Attorney General.

After duly considering the opinion of the Attorney General, the claims of the elevator people and the general grain shipping interests of our State, we deem it expedient and proper to adopt such line of business policy as will enable the present crop of grain to be placed on the market to the best possible advantage and to prevent a general disaster which would result from a grain blockade, we recommend that the elevator companies take out a State license as provided in Chapter 138, and issue receipts for the storage and handling of grain under the same rules and regulations heretofore in force, with the additional provision that one-fourth cent per bushel for each fifteen days shall be paid in case said receipt be presented by other parties than the original owners of grain. From such investigation as we have been able to make we believe the rates named in Section 22, Chapter 187, are so much less than the charges at Minneapolis and Duluth that to attempt to do a storage business would result in filling up our warehouses by foreign holders to the exclusion of our shippers; and that Section 10, Chapter 187, requiring the naming of the price of difference for a future market on the lower grades is practically prohibitory, and to endeavor to enforce these provisions would result in a general obstruction to grain shipping and a serious loss.

Our powers of general supervision remaining in force, we believe we can so direct and control the distribution of cars, and correct and adjust any errors and irregularities as to protect the best interests of all, and should this, our recommendations, be adopted by the elevator people we feel confident our people will heartily endorse and uphold our efforts to protect their interests until the next Legislature may relieve us from the conflicting and unreasonable provisions of the existing elevator laws of our State. By the Board,

HARVEY HARRIS,
Secretary.

In accordance with this circular the following letter was sent to all elevators doing business in North Dakota:

STATE OF NORTH DAKOTA,
OFFICE OF COMMISSIONERS OF RAILROADS,
BISMARCK, August 28, 1890.

Your attention is respectfully called to Chapter 138, Laws of the First Legislative Assembly of North Dakota, entitled "An Act to provide for the Licensing of Public Warehouses."

SECTION 1. That annual State license must be obtained through the Commissioners of Railroads for each and every public grain warehouse in operation in this State. That no license issued under this act shall describe more than one public grain warehouse, or grant permission to operate any other public grain warehouse than the one therein described. The license fee is hereby fixed at \$2.50 per 1,000 bushels elevator capacity or major fraction thereof, for each public grain warehouse; *Provided*, that no license shall be issued for less than \$25.00, and before any license is issued the person applying therefor shall file with the Commissioners of Railroads the receipt of the State Treasurer, showing that the applicant has paid into the State Treasury the amount of said license fee.

SEC. 2. That the license thus obtained shall be posted in a conspicuous place in the public warehouse so licensed. Every such license shall expire on the first day of August next following the issuance thereof, and no license shall run for a longer period than one year. That any person, association or corporation who shall transact the business of public warehouseman without first procuring a license as herein provided, shall, on conviction, be fined in a sum not less than one hundred (100) dollars for each and every day such business is carried on. Approved March 31, 1890.

In connection with this law, we would also call your attention to the opinion of the Attorney General of the State on the subject, as follows:

"I am of the opinion that Chapter 138, being the later expression of the legislative intent, necessarily repeals the provisions of Section 14 of Chapter 187, and that the license fee now required is at the rate of \$2.50 per 1,000 bushels of elevator capacity, as provided in Chapter 138. I am also of the opinion that the provisions of Chapter 138, requiring public warehousemen to pay a reasonable license fee in addition to their regularly assessed taxes, is a valid exercise of the legislative power, and that the fee therein fixed is not so high as to make the same unreasonable. Said Chapter 138 having, in my opinion, repealed that portion of Chapter 187 with reference to the procuring of a license from the county, also repealed the provisions of said chapter requiring the giving of a bond, and that there is now no provisions of law in force in this State requiring public warehousemen to give bonds."

There is some conflict in certain parts of the elevator and public warehouse laws of the State, but none in regard to the license to be issued by the Commissioners of Railroads.

In view of the fact that after a thorough investigation the Board deem the charges allowed by Section 22, Chapter 187 and also Section 10 of said chapter as unreasonable, the following rules of storage are recommended:

1. For receiving, elevating, insuring, delivery and fifteen days' storage, $2\frac{1}{2}$ cents per bushel.
2. After fifteen days, $\frac{1}{2}$ cent per bushel for each fifteen days or part thereof, but not to exceed 5 cents for six months.
3. One-fourth cent per bushel for each fifteen days when receipt is presented by other than the original owner of grain.
4. One-half cent per bushel for cleaning.

The possession of a license from this Board will be a protection to you in the prosecution of your business, and you are hereby notified to pay into the State Treasury forthwith the requisite sum, and upon presenting the receipt therefor at this office a license will be issued at once. By the Board,

HARVEY HARRIS,
Secretary.

Under the compromise effected by this circular the majority of the elevator companies have paid State license on a minimum working capacity of their elevators and have continued to do a public warehouse and storage business as heretofore. The wisdom of this action has been proven by the situation as developed in the movement of grain within the past two months. The railroads not being able to supply the demand for cars the grain has been stored in the elevators and the calamity of a blockade avoided at all points. We appended herewith a list of elevators which have paid State license.

The total amount of license fees received up to November 30, 1890, being \$6,807.50.

LICENSED ELEVATORS.

Owner.	Location.	Capacity.	License.	Owner.	Location.	Capacity.	License.
Cargill Elevator Co	Dwight	10,000	\$25 00	North'n Pac. El. Co.	Drayton	10,000	\$25 00
"	Colfax	10,000	25 00	"	Voss	10,000	25 00
"	Kindred	10,000	25 00	"	Grafton	10,000	25 00
"	Flemming	10,000	25 00	"	Johnstown	10,000	25 00
"	Absaraka	10,000	25 00	"	Forest River	10,000	25 00
"	Erie	10,000	25 00	"	Meckinock	10,000	25 00
"	Oatland	10,000	25 00	"	Gilby	10,000	25 00
"	Galesburg	10,000	25 00	"	Dickey	10,000	25 00
"	Hunter	10,000	25 00	"	Ypsilanti	10,000	25 00
"	Roseville	10,000	25 00	"	Wyndmere	10,000	25 00
"	Hatton	10,000	25 00	"	Milnor	10,000	25 00
"	Northwood	10,000	25 00	"	Wahpeton	10,000	25 00
"	Conway	10,000	25 00	"	Mooreton	10,000	25 00
"	Ayr	10,000	25 00	"	Mayville	10,000	25 00
"	Page	10,000	25 00	"	Hatton	10,000	25 00
"	Colgate	10,000	25 00	"	Medbury	10,000	25 00
"	Hope	10,000	25 00	"	Edgeley	10,000	25 00
"	Hobart	10,000	25 00	"	La Moure	10,000	25 00
"	Spiritwood	10,000	25 00	"	Berlin	10,000	25 00
"	Odell	10,000	25 00	"	Buttzeville	10,000	25 00
"	Dazey	10,000	25 00	"	Elliot	10,000	25 00
"	Hannafor	10,000	25 00	"	Wood	10,000	25 00
"	Sanborn	10,000	25 00	"	Sheldon	10,000	25 00
"	Clifford	15,000	37 50	"	Cotter	10,000	25 00
"	Portland	15,000	37 50	"	Davenport	10,000	25 00
"	Kempton	15,000	37 50	"	Oberon	10,000	25 00
"	Park River	15,000	37 50	"	Minnewaukan	10,000	25 00
"	Cooperstown	15,000	37 50	"	Carrington	10,000	25 00
Brooks Elevator Co.	Reynolds	15,000	37 50	"	New Rockford	10,000	25 00
"	Manvel	10,000	25 00	"	Pingree	10,000	25 00
"	Schurmier	10,000	25 00	"	Meville	10,000	25 00
"	Park River	10,000	25 00	"	Sterling	10,000	25 00
"	Meckinock	10,000	25 00	"	Edmunds	10,000	25 00
"	Ojata	10,000	25 00	"	Eckelson	10,000	25 00
"	Melton	10,000	25 00	"	Dawson	10,000	25 00
"	Merrifield	10,000	25 00	"	Oriska	10,000	25 00
"	Kempton	10,000	25 00	"	Sanborn	10,000	25 00
"	Minto	10,000	25 00	"	Casselton	10,000	25 00
"	Johnstown	10,000	25 00	"	Tower City	10,000	25 00
"	Kelly	10,000	25 00	"	Canfield	10,000	25 00
"	Gilby	10,000	25 00	Duluth & Dak. El. Co.	Steele	10,000	25 00
"	Hillsboro	10,000	25 00	"	Dazey	10,000	25 00
"	Grand Forks	10,000	25 00	"	Sykeston	10,000	25 00
"	Grafton	10,000	25 00	"	Marshall	10,000	25 00
"	Auburn	10,000	25 00	"	Cooperstown	10,000	25 00
"	Edinburgh	10,000	25 00	"	Sheldon	10,000	25 00
"	Ardock	10,000	25 00	"	Lisbon	10,000	25 00
"	Emerado	15,000	37 50	"	Davenport	10,000	25 00
"	St. Thomas	15,000	37 50	"	Leonard	10,000	25 00
North'n Pac. El. Co.	Fargo	20,000	50 00	"	Valley City	10,000	25 00
"	Blanchard	20,000	50 00	"	Horace	10,000	25 00
"	Mapleton	15,000	37 50	"	Buffalo	10,000	25 00
"	Wheatland	15,000	37 50	"	Oriska	10,000	25 00
"	Buffalo	15,000	37 50	"	Mapleton	10,000	25 00
"	Valley City	15,000	37 50	"	Wheatland	10,000	25 00
"	Jamestown	15,000	37 50	Minn. & Dak. El. Co.	St. Thomas	15,000	37 50
"	Arthur	15,000	37 50	"	Hamilton	15,000	37 50
"	Hunter	15,000	37 50	"	Bathgate	15,000	37 50
"	Pittsburg	10,000	25 00	"	Portland	15,000	37 50
"	Joliet	10,000	25 00	"	Walcott	10,000	25 00
"	Cashel	10,000	25 00	"	Drayton	10,000	25 00

LICENSED ELEVATORS—CONTINUED.

Owner.	Location.	Capacity.	License.	Owner.	Location.	Capacity.	License.
Minn. & Dak. El. Co.	Arvilla.....	10,000	\$25 00	North'n Dak. El. Co.	Barlow.....	10,000	\$25 00
"	Bowersmont ..	10,000	25 00	"	New Rockford ..	10,000	25 00
St. Ant. & Dak. E. Co.	Hunter.....	15,000	37 50	"	Sykeston	10,000	25 00
"	Everest	10,000	25 00	"	Adrian	10,000	25 00
"	Howe's Siding..	10,000	25 00	"	Grand Rapids..	10,000	25 00
"	Greenfield ..	10,000	25 00	"	Glover	10,000	25 00
"	Mayville	10,000	25 00	"	Oakes	10,000	25 00
"	Portland	10,000	25 00	"	Wheatland	15,000	37 50
"	Galesburg	10,000	25 00	"	Buffalo	15,000	37 50
"	Absaraka	10,000	25 00	"	Valley City.....	15,000	37 50
"	Colgate	10,000	25 00	"	Jamestown	15,000	37 50
"	Bartlett	10,000	25 00	Red Riv. Val. El. Co.	Church's Ferry ..	15,000	37 50
"	Grand Harbor..	10,000	25 00	"	Auburn	15,000	37 50
"	Church's Ferry ..	10,000	25 00	"	Park River	15,000	37 50
"	Leeds	10,000	25 00	"	Northwood	15,000	37 50
"	York	10,000	25 00	"	Rolla	10,000	25 00
"	Willow City ..	10,000	25 00	"	Cando	10,000	25 00
"	Hope	10,000	25 00	"	Langdon	10,000	25 00
"	Kempton	10,000	25 00	"	Osanbrook	10,000	25 00
"	Erie	10,000	25 00	"	Milton	10,000	25 00
"	Page City	10,000	25 00	"	Edinburg	10,000	25 00
"	Kindred	10,000	25 00	"	Bathgate	10,000	25 00
"	Larimore	10,000	25 00	"	Hamilton	10,000	25 00
"	Edinburg	15,000	37 50	"	St. Thomas	10,000	25 00
"	Milton	15,000	37 50	"	Pisek	10,000	25 00
"	Mapes	15,000	37 50	"	Conway	10,000	25 00
"	Cando	15,000	37 50	"	Inkster	10,000	25 00
North'n Dak. El. Co.	Oriska	10,000	25 00	"	Orr	10,000	25 00
"	Mapleton	10,000	25 00	"	Edinburg	10,000	25 00
"	Tower City	10,000	25 00	"	McCanna	10,000	25 00
"	Bloom	10,000	25 00	"	Hope	10,000	25 00
"	Eldridge	10,000	25 00	"	Hillsboro	10,000	25 00
"	Tappen	10,000	25 00	"	Clifford	10,000	25 00
"	Farmington	10,000	25 00	A. J. Hoskins & Co.	Kelley's	10,000	25 00
"	Mooreton	10,000	25 00	"	Bean's	10,000	25 00
"	Milnor	10,000	25 00	"	Forest River	10,000	25 00
"	Great Bend	10,000	25 00	"	Voss	10,000	25 00
"	Keystone	10,000	25 00	"	Grafton	10,000	25 00
"	Beans	10,000	25 00	"	Drayton	10,000	25 00
"	Gilby	10,000	25 00	Geo. C. Bagley E. Co.	Edgely	10,000	25 00
"	Johnstown	10,000	25 00	Farmers' Elevator ..	Minto	10,000	25 00
"	Forest River	10,000	25 00	Lidgerwood Mill Co.	Lidgerwood	10,000	25 00
"	Voss	10,000	25 00	H. Stong	St. Thomas	10,000	25 00
"	Grafton	10,000	25 00	A. O. Runice & Co.	Sheldon	10,000	25 00
"	Cashell	10,000	25 00	Heising Bros.....	Northwood	10,000	25 00
"	St. Andrews ..	10,000	25 00	"	Church's Ferry ..	10,000	25 00
"	Drayton	10,000	25 00	Mayville Elevator Co.	Mayville	20,000	50 00
"	Pittsburg	10,000	25 00	Farmers' W'hse As'n.	Christine	10,000	25 00
"	Bowesmont	10,000	25 00	Am. & Sharon L'd Co.	Amenia	11,000	27 50
"	Joliette	10,000	25 00	W. J. Hawk	Buffalo	16,000	40 00
"	Pembina	10,000	25 00	G. C. Clow	Lisbon	10,000	25 00
"	Warren	10,000	25 00	Hunter & Miller	Carrington	10,000	25 00
"	Leonard	10,000	25 00	O. T. Andrew & Co.	Mayville	10,000	25 00
"	Coburn	10,000	25 00	James Johns & Co.	Sykeston	10,000	25 00
"	Sheldon	10,000	25 00	J. W. Hoit	Monango	10,000	25 00
"	Lisbon	10,000	25 00	Osborn & McMillan.	Hankinson	10,000	25 00
"	Elliott	10,000	25 00	"	Forman	10,000	25 00
"	Verona	10,000	25 00	Farmers Elevator ..	Neche	10,000	25 00
"	Valley Junction ..	10,000	25 00	Am. & Sharon L'd Co.	Amenia	15,000	37 50
"	Odell	10,000	25 00	Inter-State Grain Co.	Merrifield	10,000	25 00
"	Dazey	10,000	25 00	C. W. Hodson	Ellendale	15,000	37 50
"	Cooperstown	10,000	25 00	M. B. Sheffield	Wild Rice	10,000	25 00
"	Buchanan	10,000	25 00	"	Hickson	10,000	25 00
"	Melville	10,000	25 00	Baptie & Wright	Bathgate	16,000	40 00
"	Carrington	10,000	25 00				

DISTRIBUTION OF CARS FOR GRAIN SHIPMENT.

One of the greatest sources of complaint has always come from the system of handling and shipping grain. The great crop of grain harvested in this State in 1890 has taxed the railroads beyond their capacity to supply cars, but we feel justified in the statement that there has been less complaint as to the distribution of cars, than any year before in the history of grain movement in the Northwest.

The shipping of grain by the farmer has heretofore been discouraged by the railroads, and preference has been given the elevators in the distribution of cars.

With a view of correcting this abuse, and of giving the farmer every facility for shipping his own grain to market, a conference was held with General Manager Mellen of the Northern Pacific and Vice-President W. P. Clough of the Great Northern railways as to rules for the distribution of cars to stations and to shippers.

The following rules were adopted by the Commission in accordance with Section 76, Chapter 122, Laws of North Dakota, and copies served on the general managers, division superintendents and local agents of all the railroads doing business in North Dakota.

STATE OF NORTH DAKOTA,
OFFICE OF COMMISSIONERS OF RAILROADS,
BISMARCK, N. D., August 1, 1890.

RULES FOR THE DISTRIBUTION OF CARS BETWEEN STATIONS AND TO SHIPPERS.

1. In distributing cars to stations, for grain loading, they shall be distributed according to the average daily shipments from such stations.

2. In distributing cars to shippers for grain loading at stations agent shall first fill each shipper's order, one car to each. After this is done the balance of cars shall be distributed among shippers, according to the amount of grain in sight offered for shipment by each shipper.

3. Parties desiring to load grain on track shall be furnished cars, and shall be allowed for loading time 24 hours from the time car is set on side-track to complete loading and furnish shipping directions. In case shipper fails to complete load or furnish shipping directions within 24 hours, then, in such case, the railway company may collect upon such cars \$3 rental each for every day, or part of a day, which such cars are delayed after the 24 hours.

The above rule as to time and rental charge shall also apply to grain delayed from unloading from cars on track.

By the Board.

Attest:

HARVEY HARRIS,
Secretary.

We believe that the railroads have labored faithfully to supply cars to shippers in accordance with these rules, and so far as their ability to supply the demand permitted, cars have been distrib-

uted in conformity therewith. From September 15th to December 15th, the demand for cars is double the ability of the roads to supply; and as a necessary consequence, delay in supplying cars must ensue. In all cases of complaint as to failure to get cars investigated this year, this has been the case, and cars have been supplied as soon as possible by the railroad companies.

The liberal policy of the railroads in the distribution of cars adopted this year has been of great benefit to the farmers of North Dakota. We notice one source of complaint as to low grade, and dockage at terminal elevators, which can only be remedied by the farmer himself.

Grain is shipped directly from the threshing machine to the terminal elevators at Duluth or Minneapolis without cleaning, and the farmer gets a lower grade and heavier dockage than for clean grain, besides the needless cost of transportation of dirt to market. Grain houses and fanning mills will save thousands of dollars to the farmers of North Dakota.

GRAIN INSPECTION LAW.

Chapter 188, Laws of the First Legislative Assembly of North Dakota, entitled "An act to regulate warehouses, inspection, weighing and handling of grain," was approved by the Governor March 31, 1890.

This act had for its object the establishment of terminal elevators at Grand Forks, Fargo, Wahpeton and Fairmount, the appointment of inspectors and weighmasters and an elaborate system of inspection, weighing and grading, similar to the system established in Minnesota at the terminal elevators at Minneapolis and Duluth. After a thorough investigation of the working and cost of establishing and maintaining the system in Minnesota the Board decided that it was not practicable to establish such a system in North Dakota. The Attorney-General had also given his opinion that part of said act had been repealed. The appropriation of five hundred dollars to carry out the provisions of this act was found upon investigation to be entirely inadequate for the purpose, being but a small fraction of the amount which would have to be expended before any revenue could be received from the operation of the bill. In view of the fact recited the Board decided that it was impracticable and out of their power to enforce the provisions of this act.

LIGNITE COAL AND COAL FREIGHT RATES.

When the First Legislative Assembly of the State met November 19, 1889, there was a widespread demand for cheaper fuel, from all parts of the State.

The fact that the western part of the State was underlaid with lignite coal in inexhaustible quantities; that the mines had been developed and the coal brought into general use in certain localities of the State was well known.

The question of cheap fuel for North Dakota was one of first importance and the Legislative Assembly set on foot inquiries as to the location, extent, depth and thickness of veins, quality of coal, nearness to market, freight rates, etc., which show conclusively to the people of North Dakota that they have within their own State an excellent fuel not only sufficient to supply her own people but to supply the whole Northwest for all time.

Reports and investigations which are hereafter presented in detail, show that in Stark, Morton, Burleigh, McLean, Mercer, Oliver, Ward and Buford counties, the coal is found cropping out in the bluffs in veins from one to fifteen feet in thickness, and one vein is reported from Stark county twenty-two feet thick.

The quality of coal has been thoroughly tested as to value for fuel and steam purposes, and comparative values shown as follows:

1 ton of lignite coal equal to $1\frac{1}{2}$ cords of wood.

$1\frac{1}{2}$ tons of lignite coal equal to 1 ton of bituminous coal.

2 tons of lignite coal equal to 1 ton of anthracite coal.

The greatest obstacle in the way of the general use of lignite coal was found to be in the freight rates charged by the railroad companies for transportation. We present the whole matter herewith in detail.

On December 19, 1889, the following resolution was offered in the House of Representatives of the Legislative Assembly:

Whereas, A bill is pending in this House, requiring all public institutions in the State of North Dakota to use coal from the mines of North Dakota, and information is essential to intelligent action; be it

Resolved, That the Commissioner of Agriculture and Labor be and is hereby instructed to furnish this House, at as early a date as possible, with all available information in relation to the coal veins of North Dakota, indicating location and depth of veins, extent of development, etc.

And be it further Resolved, That the Board of Commissioners of Railroads be and are hereby requested to make inquiry as to the railroad rates from the mines in North Dakota to points in

North Dakota, and report whether equal rates are granted to all mine operators."

On January 16, 1890, the Commissioners of Railroads reported as follows:

MR. SPEAKER:

In compliance with House resolution of December 18th, asking report from the Railroad Commissioners in regard to coal and coal rates, we respectfully submit the following communication and schedule of freight rates: Mr. C. A. McGilvery, manager Dickinson Coal company, in reply to our letter asking information, writes us under date of December 28th: "In reply to your favor of the 2d inst., in regard to coal mines, I answer as follows:

"First—Do you enjoy equal facilities with others in the shipment of coal? I answer, we do not. We pay 75 cents per ton more freight than they do from Sims (a difference in distance of thirty-three miles), that is, on shipments to all eastern points, and this is practically a prohibitory tariff on so cheap an article as lignite coal.

"Second question—Do you have trouble in securing cars? Would answer no, as we have not been shipping much coal. Our freight rates on coal are as follows:

From Dickinson to Mandan.....	\$1 50 per ton
From Dickinson to Bismarck.....	1 75 "
From Dickinson to Jamestown.....	2 75 "
From Dickinson to Fargo.....	3 25 "
From Dickinson to LaMoure.....	3 25 "
From Dickinson to Cooperstown.....	3 50 "

In regard to capacity of our mines would say: We have millions of tons of this coal, and the only thing that is keeping us from shipping it is the enormous freights we are compelled to pay. If the companies will only make a liberal freight rate, I will guarantee to ship one thousand cars of this coal in the next year."

Mr. J. L. Colton of Burlington, Ward county, writes as follows:

"The St. Paul, Minneapolis & Manitoba railroad runs within three-quarters of a mile of my mine, but because of the fact that they will not put in a switch whereby this coal can be loaded near said mine, I am compelled to draw the coal six miles, at an expense of from 75 cents to \$1.25 per ton, thereby raising the price by that amount. The present freight charges of \$2.50 per ton for a distance of eighty miles and corresponding rates for shorter distances practically excludes this Dakota coal from the market. The company carry Montana coal, which is mined 500 miles further west, for less than one-half the rate they charge me per mile. If freight was reduced to reasonable rates, say \$1 per ton for 100 miles, or any fraction thereof, and two-thirds of a cent per mile for the second 100 miles, and one-half cent per ton per mile for every ton thereafter, we could lay down coal at rates that would be a great blessing to the people of North Dakota."

Mr. F. Holritz, Manager Sims Coal Company, Sims, Morton county, writes: "We have a practically unlimited quantity of as good lignite coal as can be found in North Dakota. Price at mine, \$1.10 per ton; freight rate:

Sims to Mandan.....	\$ 75 per ton.
Sims to Bismarck.....	1 00 "
Sims to Jamestown.....	2 00 "
Sims to Fargo.....	2 50 "

We find in active operation in connection with railroad shipments, two mines at Sims, 41 miles west from Bismarck, and one at Dickinson, 115 miles west from Bismarck. The mines at Sims are being operated to the extent of supplying Mandan and Bismarck with the demand from railroad transportation, the differential rate of 75 cents per ton, as shown by schedule between Sims and Dickinson, entirely prevents eastern shipments from the latter or Dickinson mines.

Our investigations in regard to making this coal a commercial article in the central and eastern portions of the State, developed two difficulties. First, An

existing opinion against the merit of the coal as a fuel. Second. The rates of transportation being too high for its introduction and general use.

Our investigations further led to various meetings at Mandan and Bismarck, of citizens directly and indirectly interested, from which was developed the fact that this coal has a high degree of merit for general domestic, heating and manufacturing purposes, and that with a larger market the output of the present mines can be very largely increased, and other mines opened and profitably worked, the supply being practically inexhaustible.

The Commissioners, in connection with the mine owners, interviewed the officers of the Northern Pacific Railroad on the subject of modifying their rates. A proposed reduction is now under consideration, on which we hope to make a favorable report, and will submit the same at as early date as practicable. By the Board,

F. B. FANCHER,
Secretary.

On the following day, January 17, 1890, the Commissioner of Agriculture and Labor, to whom the matter had been referred, reported on the location and extent of lignite coal fields in North Dakota, as follows:

BISMARCK, January 11, 1890.

To the Honorable, the Speaker and Members of the House of Representatives of the State of North Dakota:

GENTLEMEN: In compliance with a resolution recently adopted by your honorable body, requesting information regarding the coal mines of North Dakota—especially indicating the location, depth of veins and extent of development—I have the honor to report as follows:

As a result of numerous inquiries, I have received reports from three owners along the St. Paul, Minneapolis & Manitoba railroad, and from three along the Northern Pacific, and but one or two of these reports give information about other mines than their own. The duty of immediately investigating the cases of destitution, imposed upon me by the Legislature, has precluded my visiting in person the coal mining districts, and this report is, therefore, necessarily very imperfect, and doubtless omits many important facts; but sufficient is shown to indicate something of the importance of North Dakota's coal fields, and something of what their value will be when properly fostered and developed. Considerable of the general information about the coal of the State is derived from the excellent report of Mr. J. J. Sullivan, a mine operator near Minot.

EXTENT OF THE COAL AREA.

Though yet very imperfectly made out, the area underlaid by coal is known to be large in the northwestern part of the State. The entire Mouse and Missouri river region, and doubtless the country lying between, seem to contain inexhaustible supplies. The coal crops out along the streams and bluffs, and it may be that other veins may yet be found at depths or in localities, and perhaps of different quality, now not even suspected.

KIND OF COAL.

The kind is a good quality of lignite—a soft coal containing little or no bitumen, and therefore burning without emitting much smoke or gas and leaving a white ash and generally no clinkers. No scientific tests of its heat producing qualities are known to the commissioner, but mine owners and others using the coal estimate that a ton of it will produce as much heat as a cord of good oak wood. This coal, if left exposed to the weather, air-slacks and decomposes to some extent, but if reasonably well housed, as in ordinary wood sheds or coal bins, will keep in good condition for several months.

DEPTH BELOW THE SURFACE.

Most of the mines now open are entered horizontally from the hill sides, and their depth, therefore, varies from a few feet to perhaps 300 feet; most of the mines reporting being less than 150 feet beneath the surface.

THE COAL VEINS.

So far as the commissioner has ascertained there are usually present three distinct veins, the distance between them varying from three to twenty feet, though frequently the upper, and occasionally the middle vein, also is absent.

The first, or top vein, is of the poorest quality, and is light and but little worked, its thickness ranging from six inches to three or four feet.

The second, or middle vein, is the thickest of all, ranging from one foot to eleven feet along the Manitoba road, while one report from Dickinson places the depth from fifteen to twenty-two feet. This is the vein generally worked, and it is the coal usually found on the market.

The third, or lower vein, is from one to three feet thick, and is the best of all, being harder and less liable to air-slack, but is very little worked, lying usually deeper than the beds of the streams, and but little being known about it. It is generally thought to be too light to work profitably.

LOCATION OF MINES AND EXTENT OF DEVELOPMENT.

The mines that have been best developed are necessarily along the lines of the two railroads, though by common report some of the best coal fields in the State lie between these two, and in the Turtle Mountain region, at a distance from railroads, many mines are opened so that coal is being mined and sold to local buyers, but information has been received from very few of them.

The Gaerchel mine at New Salem, Morton county, is operating a vein four and one half feet thick and has an entry of 500 feet, but no other information about its output, development or supply of coal is given.

The Sims Coal company at Sims, Morton county, reports two mines at that place capable of furnishing 300 tons of coal per day. The mines are located on both sides of the Northern Pacific track, the veins being from seven to nine feet thick. It says a steady demand for coal is all that is needed to stimulate the coal mining to enable all the coal needed in the northwest to be furnished by home mines.

The Dickinson Coal Mining Company at Dickinson, Stark county, reports an inexhaustible supply, this company having 160 acres underlaid with a coal vein fifteen to twenty-two feet thick. During the last three years they have shipped about 1,000 carloads, and say they could find a market for that amount every year were it not for the high freight charges imposed by the railroad.

There are many other mines along the railroad west of Bismarck and elsewhere in that part of the State, but no reports have been received from them.

From Ward county two reports are at hand. The Burlington mine, owned and operated by J. L. Colton, is the best developed of any mine in that part of North Dakota, and has been in operation three years. The main tunnel is 500 feet long, and the daily output is stated fifteen to thirty tons; fifteen men are employed, the pay-roll being about \$35 per day. The vein is from eight to eleven feet thick. Coal from this mine is now shipped to nearly all points in northeastern North Dakota.

The Foote mine, in the same vicinity, has a tunnel 250 feet long and works a vein eight feet thick.

The mine of J. J. Sullivan, in the same vicinity, has been worked a year, has a tunnel of 350 feet, with several side chambers, and a vein eight feet thick. Last winter Mr. Sullivan sold 500 tons of coal, and about the same amount thus far this winter. He is now mining about ten tons per day, but is shipping none, as, though on the railroad track, the nearest station is four miles away and the freight charges are too high. Mr. Sullivan says that were railroad facilities for shipping at reasonable rates provided, he would increase the capacity of his mine to 100 tons per day, and could then deliver coal on the cars at not to exceed \$1.50 per ton and make a good profit on it.

There are said to be some twenty other mines in Ward county, but no particular information has been received from them, except the general statement made by all that the supply is inexhaustible.

Frank D. Taylor's mine, nine miles east of Williston, near Ft. Buford, has a six-foot vein, and the proprietor estimates the supply of coal at 5,000,000 tons per square mile. His coal is loaded directly on the cars, and his mines average three to three and one-half tons per day. The government post at Ft. Buford has used it for three years. Other mines in the vicinity are worked, but none so extensively as this one.

PRICES AND FREIGHT CHARGES.

All mines reporting the selling price of coal at the mines state it at \$1.25 per ton. Nearly all complain of high freight charges, which prevent their successfully competing with either eastern or Montana coal, even in this State. Though this part belongs properly to the Railroad Commission, I give here some of the complaints. They claim that the railroads charge \$2 per ton for shipping native coal in carload lots any distance less than 100 miles, and 50 cents per ton for each additional 100 miles or fractional part thereof. One mine owner near Minot complains that the Manitoba road ships coal from its own mines in Montana, a distance of 600 miles into North Dakota, and sells it at \$2.50 per ton above the price at the mines, while the same company charges \$2.50 per ton for shipping North Dakota coal from Minot to Devils Lake, about 115 miles. The mine owners usually recommend a reduction of charges to \$1 per ton for the first 100 miles and one-half cent per ton per mile for additional distances, and also that where cars of coal are transferred from one road to another the receiving road shall not charge more than one-half cent per ton per mile for the distance carried by it. Some of the mine owners indicate a readiness to put in additional machinery and greatly extend their facilities whenever the freight problem is satisfactorily adjusted.

Very respectfully yours,

H. T. HELGESON,

Commissioner of Agriculture and Labor.

In this connection we present an open letter from J. L. Colton, Esq., read before the Legislative Assembly, and ordered printed in the Journal of the House:

CITIZENS OF NORTH DAKOTA: Let the immense coal fields of North Dakota be developed—and the fuel problem is solved for all future time. The coal fields of this State are inexhaustible in quantity, and their development means millions of dollars saved to the State. There is nothing that would tend to build up Dakota as the development of native coal—if the railroads that cross the State would exercise a little leniency towards the people and do away with their present coercion policy and high freight rates on Dakota coal.

Seven years ago, hearing of coal existing in the Mouse River and De Lac River valleys, I came here and examined the field, and found coal in unlimited quantities, and of a very superior quality. Believing that the Northern Pacific railroad was going to build into this country, in the spring of '84 I opened an extensive coal mine, and supplied the country around until the fall of '86. The Northern Pacific failed to tap this section of the country. In the fall of '86 the St. Paul, Minneapolis & Manitoba railroad built into this region and their main line ran within three-quarters of a mile of my mine. Here surely was an opportunity to develop the coal resources of Ward county. I went to St. Paul and interviewed the company with regard to securing rates to deliver coal to towns on their line, and also to get them to put in a siding as near as possible to the mine. They pleaded being too busy to put in a siding, but finally gave me the following rates from Minot. Besides paying these rates I was compelled to haul the coal six miles to the station. The rate per ton in carload lots was as follows:

Rugby Junction	\$1 35
Leeds and Churchs Ferry	1 40
Devils Lake.....	1 50
Lakota.....	1 80
Petersburgh.....	2 20
Niagara.....	2 35

I shipped coal to those points that winter at those rates, thus introducing the coal. I proceeded to St. Paul the next fall and again endeavored to get a siding put in opposite my mine, as it would save hauling the coal six miles by team. I also solicited better rates than those previously given. And here I was given an example of the iniquitous and coercive methods practiced by this grinding corporation. They informed me that they would give me a rate that would fix me. Late in the fall their rates were promulgated, and they were so that they almost fixed me—in so much that I was almost unable to ship any coal at all, but I had to carry out my contracts for coal engaged previous to the issuing of their rates, and thus I was compelled to accede to their outrageous demands. As an instance of their unfairness, they raised the rate from Minot to Rugby Junction from \$1.35 to \$1.75; Pleasant Lake from \$1.35 to \$2; Knox from \$1.35 to \$2.15; York from \$1.35 to \$2.30; Leeds from \$1.40 to \$3.40; Churchs Ferry from \$1.40 to \$2.50 per ton. All of those places are within less than 100 miles of Minot, the shipping point.

In the fall of 1888, together with the attorney of this road, I went to St. Paul to again see the company about putting in a siding for me, and also have them lessen their exorbitant and outrageous freight rates. After seeing them all a number of times and refuting the numerous arguments and excuses to put in a siding and lower the rate on coal, it is needless to state that they never complied with their agreement, for they put forth the plea of poverty, and to-day the exorbitant freight rates quoted above exist and are in full force. This same company have put a rate on wood from the Turtle mountains of \$1 a cord to Devils Lake, which is near five times cheaper than they carry coal for the same distance. Farmers of Ward county receive six tons of coal for \$7.50, which will run two stoves all winter; and, if the railroads would carry coal at reasonable rates, every man in North Dakota would be enabled to get six tons of coal at less than \$20, and many of them much less, but what the Manitoba road does is as in a case like this: That, notwithstanding I was shipping a large amount of coal daily into the Red River valley and other sections, and paying an exorbitant rate of freight, they ordered their agent to weigh a small box of coal on a little platform scales and estimate the contents of the car in this manner and bill it according to the estimate thus guessed at, and compel me to pay freight on their estimate; also they refuse to transfer their cars onto the Northern Pacific road, so that I am unable to ship coal to Lisbon, N. D., from which place I am in receipt of orders for coal. Under such an existing state of affairs, it is not to be wondered at that the people demand cheaper fuel.

Now, there is but one way out of this. The Legislature has full control of regulating the rates from any point to any other point in our State, and also to compel all railroads to put in "Ys" and siding, and to compel different roads to transfer their cars from one road to other roads. It is a fact that North Dakota is sending half a million dollars out of the State annually, when one-half of it need not be expended at all, and the other half can and should be left at home.

Now, gentlemen, what we desire you to do is to sign a petition to the Legislature (petitions will be sent to you) and to write to your members asking them to pass a law compelling any railroad that has a line running near any mine in the State, and which mine, having shipped not less than ten cars of coal from any station to any other station on their line of road in the State, shall upon being petitioned by said person or persons who shipped said coal over the line, to put in a side track at the nearest point where said railroad runs to said mine, unless both parties agree to put it in at some other point, said siding to be at least 300 feet in the clear, and said road shall furnish empty cars and take away full cars from said siding the same as they do from any station on said line of road. And also that they shall carry all native coal in carload lots of not less than ten tons which is mined in North Dakota from any station or siding in the State, at the rate of \$1 per ton for 100 miles or any fraction thereof if shipped to any point less than 100 miles, and at the rate of one-half cent per ton for each mile over the first 100 miles, and if said car of coal is transferred from one road to another, the second road shall carry the coal for one-half cent per mile for every ton of coal. Upon the enactment of such a law, I can furnish all the coal needed in North Dakota at the following rates, laid down freight and all included, in carload lots of ten tons or over, to-wit:

Towner at.....	\$ 2 50
Rugby	2 50
Bottineau.....	2 50
Pleasant Lake	2 50
Knox	2 50
York.....	2 50
Leeds	2 50
Churchs Ferry.....	2 50
Devils Lake.....	2 58
Lakota	2 71
Larimore.....	2 89
Grand Forks.....	3 02
Grafton	3 22
St. Thomas.....	3 29
Thompson.....	3 09
Buxton	3 15
Hillsboro	3 22
Fargo	3 40
Mayville	3 06
Northwood	2 96
Inkster.....	3 00
Park River	3 07
Edinburg	3 12
Milton	3 18
Langdon	3 27
Casselton.....	3 27
Wahpeton	3 63

Should the demand be large, the price of coal can be reduced accordingly, as the more coal mined per day the cost is less per ton. I have already mined from 50 to 55 tons of coal per day—but with a siding at the mine I can put out from 100 to 300 tons daily on board of cars. I have under the present existing disadvantages—to say nothing of the high freight rates—since November 1st, put out and sold from 1,200 to 1,500 tons of coal and have furnished coal at cost on board of cars to the needy in the districts in which destitution exists.

There may be some who may doubt if the rates above asked are paying rates for the railroads. The Manitoba is carrying coal from Sand Coulee, Mont., for less than the amounts above mentioned. The Chicago & St. Paul is carrying coal 450 miles for 40 cents per ton, which is about one-sixth of this rate, and every road east of St. Paul is carrying coal for much less.

This fuel question is a business worth fighting for—is worth agitating and striving to secure. Energetic and quick work is needed and we should all pull together for the accomplishment of this object.

Yours respectfully,
J. L. COLTON,

On January 30, 1890, the Commissioners of Railroads presented the following supplemental report on coal freight rates:

MR. SPEAKER: The Board of Railroad Commissioners have the honor and pleasure of presenting this supplemental report to your honorable body on coal rates, and herewith present a schedule which, after repeated conference with the railroad companies and coal operators, on evidence obtained on cost of production and actual cost of transportation, have mutually agreed, and this Board unanimously approve the rates herewith submitted as shown by the figures in schedule, under head of new rates, and we have the further pleasure of submitting the following correspondence:

DICKINSON, N. D., January 29, 1890.

Railroad Commissioners, Bismarck:

Your letter of to-day just came to hand. In reply, must say that I am more than pleased with the good work you have done in our behalf. Please be kind

enough to give me all the rates, and let me know when I can figure on getting them, as I have several orders depending on it.

I am, very truly yours,
A. C. MCGILLIVARY.

BISMARCK, N. D., January 30, 1890.

To the Railroad Commissioners, Bismarck, N. D.:

GENTLEMEN: My attention having been called to the schedule of rates on lignite proposed to be put into effect by the Northern Pacific Railroad Company on approval of the Railroad Commissioners, I wish to say that as far as I am concerned, I am willing to take my chance with other producers on said rates. While there are some changes that should be made in the tariff, I am willing to give it a trial, with the understanding that the railroad company have agreed to make such changes from time to time as the Railroad Commissioners shall recommend.

C. W. THOMPSON.

The rate from Sims is practically one and a half cents per ton per mile for the first 100 miles, and one cent thereafter, to-wit:

From Sims to Mandan.....	36 miles,	rate	\$ 75
" " Bismarck.....	41 "	rate.....	1 00
" " Menoken.....	53 "	rate.....	1 10
" " Steele... ..	84 "	rate.....	1 10
" " Dawson	92 "	rate.....	1 10
" " Crystal Springs. 104 "	rate.....		1 15

With a differential rate against Dickinson of forty cents east to Crystal Springs.

From Sims to Jamestown.....	142 miles,	rate.....	\$1 75
" " Sanborn	166 "	rate.....	1 85
" " Valley City	177 "	rate.....	2 00
" " Tower City.....	193 "	rate.....	2 00
" " Buffalo	199 "	rate.....	2 00
" " Casselton	215 "	rate.....	2 20
" " Fargo.....	235 "	rate.....	2 25
" " Oakes.....	211 "	rate.....	2 15
" " LaMoure.....	199 "	rate.....	2 00
" " Cooperstown ...	202 "	rate.....	2 00
" " Carrington	186 "	rate.....	2 00
" " New Rockford..	202 "	rate.....	2 00
" " Minnewaukan ..	232 "	rate.....	2 25

With differential rate of 25 cents a ton against Dickinson to all points east of Crystal Springs.

These rates to be put in operation by the Northern Pacific railroad at once, with the understanding the Board of Railroad Commissioners shall and will make such changes as may be necessary to meet change of conditions or to prevent unjust discrimination.

We also further report that this schedule of rates was shown to the officials of the Manitoba railroad, who assured us that like rates would be adopted by their road as soon as approved by our board; and, further, they would place side-tracks wherever practicable for the accommodation of coal mines on their line.

Respectfully submitted,

GEO. S. MONTGOMERY,
Chairman Railroad Commissioners.

RATES IN CENS PER 2,100 LBS. IN CARLOAD SHIPMENTS OF 21,000 LBS.
OR OVER.

TO	FROM			
	SIMS.		DICKINSON.	
	New Rate.	Old Rate.	New Rate.	Old Rate.
Moorhead, Minn.....	\$ 2 25	\$ 2 50	\$ 2 50	\$ 3 25
Cotters, N. Dak.....	2 35	2 75	2 60	3 50
Horace, ".....	2 35	2 75	2 60	3 50
Warren, ".....	2 35	2 75	2 60	3 50
Davenport, ".....	2 35	2 75	2 60	3 50
Woods, ".....	2 35	2 75	2 60	3 25
Leonard, ".....	2 35	2 75	2 60	3 25
Sheldon, ".....	2 35	2 75	2 60	3 25
Butzville, ".....	2 25	2 75	2 50	3 25
Lisbon, ".....	2 25	2 75	2 50	3 25
Marshall, ".....	2 20	2 75	2 45	3 25
Verona, ".....	2 10	2 50	2 35	3 25
Valley Junction, ".....	2 10	2 50	2 35	3 25
LaMoure, ".....	2 00	2 50	2 25	3 25
Edgeley, ".....	2 15	2 50	2 40	3 25
Oakes, ".....	2 15	2 50	2 40	3 25
Grand Rapids, ".....	2 00	2 50	2 25	3 25
Dickey, ".....	2 00	2 50	2 25	3 25
Adrian, ".....	2 00	2 50	2 25	3 25
Montpelier, ".....	1 90	2 50	2 15	3 25
Ypsilanti, ".....	1 85	2 25	2 10	3 25
Fargo, ".....	2 25	2 50	2 50	3 25
Haggart, ".....	2 25	2 50	2 50	3 25
Mapleton, ".....	2 20	2 50	2 45	3 25
Dalrymple, ".....	2 20	2 50	2 45	3 25
Casselton, ".....	2 20	2 50	2 45	3 25
Sidney, ".....	2 10	2 50	2 35	3 25
Wheatland, ".....	2 10	2 50	2 35	3 25
Buffalo, ".....	2 00	2 50	2 25	3 25
Tower City, ".....	2 00	2 50	2 25	3 25
Oriska, ".....	2 00	2 50	2 25	3 25
Alta, ".....	2 00	2 50	2 25	3 25
Valley City, ".....	2 00	2 50	2 25	3 25
Hobart, ".....	1 90	2 25	2 15	3 00
Sanborn, ".....	1 85	2 25	2 10	3 00
Odell, ".....	1 85	2 50	2 20	3 25
Dazey, ".....	2 00	2 75	2 25	3 50
Hannaford, ".....	2 00	2 75	2 25	3 50
Cooperstown, ".....	2 00	2 15	2 25	3 50
Eckelson, ".....	1 75	2 25	2 00	3 00
Urbana, ".....	1 75	2 25	2 00	3 00
Spiritwood, ".....	1 75	2 25	2 00	3 00
Bloom, ".....	1 75	2 25	2 00	3 00
Jamestown, ".....	1 75	2 00	2 00	2 75
Parkhurst, ".....	1 85	2 25	2 10	3 00
Buchanan, ".....	1 85	2 25	2 10	3 00
Pingree, ".....	1 85	2 25	2 10	3 00
Edmunds, ".....	1 90	2 25	2 15	3 00
Melville, ".....	1 90	2 25	2 15	3 00
Carrington, ".....	2 00	2 25	2 25	3 00
Ross, ".....	2 00	2 25	2 25	3 00
Skyeston, ".....	2 00	2 25	2 25	3 00
Barlow, ".....	2 00	2 25	2 25	3 00
New Rockford, ".....	2 00	2 25	2 25	3 00
Sheyenne, ".....	2 10	2 25	2 35	3 00
Oberon, ".....	2 15	2 30	2 40	3 05
Lallie, ".....	2 25	2 35	2 50	3 10

RATES IN CENTS PER 2,100 LBS. IN CARLOAD SHIPMENTS OF 21,000 LBS.
OR OVER.

TO	FROM				
	SIMS.		DICKINSON.		
	New Rate.	Old Rate.	New Rate.	Old Rate.	
Minnewaukan, N. Dak.	\$ 2 25	\$ 2 40	\$ 2 50	\$ 3 15	
Leeds, "	2 30	2 40	2 55	3 15	
Eldridge, "	1 55	2 00	1 80	2 75	
Windsor, "	1 30	2 00	1 55	2 75	
Cleveland, "	1 20	2 00	1 55	2 75	
Crystal Springs, "	1 15	2 00	1 55	2 75	
Tappen, "	1 10	2 00	1 50	2 75	
Dawson, "	1 10	2 00	1 50	2 75	
Steele, "	1 10	2 00	1 50	2 75	
Geneva, "	1 10	2 00	1 50	2 75	
Driscoll, "	1 10	2 00	1 50	2 75	
Sterling, "	1 10	2 00	1 50	2 75	
Menoken, "	1 10	2 00	1 50	2 75	
Apple Creek, "	1 10	1 50	1 50	2 25	
Bismarck, "	1 00	1 00	1 40	1 75	
River Landing, "	1 00	1 00	1 40	1 75	
Mandan, "	....	75	1 25	1 50	
Sunny Side, "	....	50	....	1 25	
Sweet Briar, "	....	80	....	1 25	
Sedalia, "	....	50	....	1 25	
New Salem, "	....	50	....	1 25	
Blue Grass, "	....	50	....	1 25	
Almont, "	....	50	....	1 00	
Curlew, "	....	50	....	1 00	
Kurtz, "	....	1 00	....	1 00	
Glenullen, "	....	1 25	....	1 00	
Eagle's Nest, "	....	1 25	....	1 00	
Hebron, "	....	1 50	....	1 00	
Knife River, "	....	1 75	....	1 00	
Antelope, "	....	1 75	....	1 00	
Richardton, "	....	1 75	....	1 00	
Taylor, "	....	1 75	....	75	
Gladstone, "	....	1 75	....	50	
Dickinson, "	....	1 75	....	....	
Eland, "	....	1 75	....	50	
South Heart, "	....	1 75	....	50	
Belfield, "	....	1 75	....	75	
Fryburg, "	....	1 75	....	75	
Sully Springs, "	....	1 75	....	1 00	
Scoria, "	....	1 75	....	1 00	
Medora, "	....	2 00	....	1 25	
Little Missouri, "	....	2 10	....	1 35	
Mingusville, Mont.	....	2 75	....	2 00	
Glendive, "	....	3 00	....	2 25	

On January 16, 1889, the following resolution was passed by the House:

Resolved, That the Commissioners of Railroads be requested to investigate by practical test, and report to this House the relative value and usefulness of lignite coal as compared with other kinds of fuel."

On February 15, 1890, the following report was submitted by the Commissioners:

BISMARCK, N. D., February 15, 1890.

MR. SPEAKER: The Board of Railroad Commissioners, in compliance with House resolution asking information on the merit of native coal, beg to report the following scientific analyses, correspondence and statements, which is as exhaustive and comprehensive as can be obtained at once, or without incurring expense of further tests, which undoubtedly would be profitable, but too late to be made in this report.

We are indebted to Mr. C. W. Thompson for copy of analyses as made for the Northern Pacific Railroad Company, to-wit:

ANALYSES OF LIGNITE COALS OF NORTH DAKOTA, THOMPSON'S SIMS MINE, MADE BY CAMBRIA IRON COMPANY.

Fixed Carbon	38 794
Volatile Combustible Matter.....	42.370
Ash	7.280
Water	10.620
Sulphur	.930
Phosphorus	.006

100.

Evaporates 5 pounds water to 1 pound coal.

WARN'S MINE.

By Prof. J. Blodgett Brittan, Philadelphia, Pa.

Water evaporated at 212 degrees Fah	20.85
Other volatile matter expelled at red heat	33.68
Ash.....	6.02
Fixed carbon.....	39.45

100

Evaporates 4.10 pound water to 1 pound coal.

DICKINSON OR LEHIGH LIGNITE.

Water expelled at 212 degrees Fah.....	21.50
Other volatile matter expelled at red heat.....	27.94
Ash.....	6.50
Fixed carbon	44.06

100

Properly burned in a locomotive boiler, each pound will evaporate 3.66 pounds of water.

LITTLE MISSOURI COAL.

Water expelled at 212 degrees Fah.....	20.40
Other volatile matter expelled at red heat.....	35.97
Ash.....	7.22
Fixed carbon	36.41

100

Evaporates 4 pounds of water to 1 pound of coal.

PLEASANT VALLEY COAL.

Water expelled at 212 degrees Fah.....	18.90
Other volatile matter expelled at red heat.....	35.97
Ash.....	2.89
Fixed carbon.....	46.41

100.

Evaporates 4.27 pounds of water to 1 pound of coal.

COMPARATIVE ANALYSES FROM DANA'S MANUAL.

Wood:

Carbon.....	49.66
Hydrogen.....	6.21
Oxygen.....	43.03

Bituminous Coal:

Carbon.....	81.02
Hydrogen.....	5.50
Oxygen.....	12.50

Anthracite Coal:

Carbon.....	95.00
Hydrogen.....	2.50
Oxygen.....	2.50

Average of these ingredients from the five analyses on Lignite Coal:

Carbon.....	40.205
Hydrogen.....	18.454
Oxygen.....	35.186

CERTIFIED TESTS.

BISMARCK, N. D. January 28, 1890.

I hereby certify that I have been an engineer of stationary engines for eight years, and for the last two years have been in charge of the pumping engines of the Bismarck Water Company; that during said time I have used eastern bituminous coal and North Dakota lignite, and find from experiment that one ton and a half of Dakota coal will evaporate as much water as one ton of eastern bituminous coal, and as much as a cord and a half of cottonwood.

ED. SLOAN.

Engineer Bismarck Water Company.

I hereby certify that I have been an engineer of stationary engines for eighteen years, and for the last two years have been chief engineer of the roller mills at Valley City and Bismarck, and have been for the past seventeen months engineer of the Bismarck Electric Light Company. That during said period I have used eastern bituminous coal and North Dakota lignite coal to generate steam and during said period have made many tests between bituminous and lignite coal and have found that one and a half tons of lignite equals or will generate as much steam as one ton of Pittsburg bituminous coal, or one ton of said coal will generate as much steam as one and a half cords of cottonwood, or one cord of Minnesota oak.

EDWARD MCCARTHY.

CORRESPONDENCE.

BISMARCK, N. D., January 30, 1890.

Hon. F. B. Fancher, Secretary Railroad Commissioners:

DEAR SIR: In reply to your letter of inquiry regarding the merits of lignite, or Dakota Coal, I have the honor to say that I have used it over six years

Comr. of R. R's 4.

for generating steam in a stationary boiler, for manufacturing and steam heating, and also as a fuel for range in domestic use. It is by far the most economical fuel for both purposes to be had in this market. It is an excellent steam generator, makes a hot fire, burns freely, and with intelligent use clinkers but little. For domestic use one ton of lignite is equal to two cords of cottonwood. It is a clean coal, burns freely, leaves a white ash and no soot. For generating steam in a stationary boiler, the grate bars should be raised up so as to bring the blaze close to the boiler, thus increasing by 15 to 20 per cent. the amount of steam generated from a certain amount of lignite. For domestic use a good draught should be secured and only a little put on the fire at a time. The lids of the range should not be raised for the purpose of "punching" the fire from above. When a hot fire is wanted a few chunks should be thrown on the fire, and if there is an accumulation of ashes they should be shaken down gently and the dampers opened. No gas will then escape and the best results will follow. By filling the fire box half full or more of lignite and closing the dampers a smoldering fire can be retained for ten or twelve hours. I believe the most important thing, next to the reduction of freight rates, is to educate the people how to use lignite. Those who have had intelligent experience in its use will join with me in declaring that in the Dakotas we cannot afford to use any other fuel, even with the present high rates of transportation. With the transportation rates and the expense of mining cut down to the minimum, the use of native coal will be extended to such an extent as to almost exclude the use of the foreign product, and hundreds of thousands of dollars will be saved annually to the settlers of North Dakota, and the manufacturing interests would receive a wonderful impetus.

Very respectfully,

M. H. JEWELL,
Editor Bismarck "Tribune."

F. B. Fancher, Esq., Bismarck, N. D.:

DEAR SIR: Your esteemed favor of the 17th is received and carefully noted. Regarding the use of lignite coal, the writer's experience has been confined almost entirely to its use under steam boilers, and this letter has reference to his observations in that direction only. One of the first factors to be considered by a manufacturer who contemplates using lignite is to get a fireman who will forget all he ever knew about firing with other fuels and begin his experience. This is necessary because the quality of coal varies to a considerable extent, and the varying conditions of the atmosphere call for a constant exercise of judgment. To illustrate: Much of the lignite coal is mined under water; during a temperate condition of the weather much of the moisture would be evaporated on contact with the atmosphere, and the calorific power of the coal supplemented to the extent of the evaporation, whereas in very cold weather the moisture would congeal with the coal, and upon being thrown into the furnace would require that heat from the burning mass to evaporate the moisture before action could be gotten upon the volatile properties. The result of this is a falling off of steam pressure and a consequent loss of power. From this very cause of lack of judgment in the fireman much of the popular prejudice against lignite coal can be traced. Under favorable atmospheric conditions the coal will throw off quick heat in liberal quantity, and ordinary furnaces can be fed once an hour; but as the conditions of the atmosphere affect the combustion of the coal, the lower the temperature the more frequent the firing, the quantity being lessened in proportion to the frequency.

The amount of ash in lignite varies considerably, it being the writer's experience that the nearer the surface of the earth the coal is mined, the greater the quantity of ash, but the ash stands in no relation to the proportion of volatile constituents; it is, however, an important factor in arriving at the value, as the coal is paid for by weight, and if much of the weight has to be removed from the grate bars to allow more perfect draft, a loss is apparent. The surface mined coal appears to have much clay or other foreign matter with it, which causes a "clinker" to form, and its removal is necessary to aid combustion. To this fact of the removal of ashes before the combustion is perfect and complete, is due the

long retention of heat by the ash. Lignite ashes will hold fire for six months after being removed from the furnace. While not a desirable property to steam users, this retention of heat ought to recommend the fuel for use in hot air furnaces.

In the economic valuation of coal, a very important factor is the calorific value, or the number of pounds of boiling water that can be evaporated by the complete combustion of one pound of coal. Tests made in this direction by the writer under very favorable conditions, the boiler being thoroughly cleaned, the radiation at a minimum, gave a result of nearly three pounds of water evaporated to the pound of coal, pressure on the boiler held at eighty pounds. Dry cotton wood could have given but little better results at the time. This calorific value cannot be used as authoritative in all localities, however, because in this section of country the water used by steam producers is more or less impregnated by alkali, the chemical properties of which vary with the locality, and the scale which these chemical properties form inside a boiler would prevent the full power of the fuel from reaching the water under conditions above cited.

The boiler is responsible for the economic production of power, the engine for its use, and with a competent force of boiler inspectors in this State, much good can be effected for the producer of native coal.

The amount of gas contained in the various varieties of lignite the writer is unable to determine, owing to an absence of opportunity and facilities for such tests, but he is confident that any competent engineer, willing to study the matter, can so arrange his grate bars that every particle of gas can be ignited before reaching the flues. Taking all things into consideration, one season with another, the writer is of the opinion that deep mined lignite, free from clay, is relatively as cheap at \$3 per ton as eastern coal is at \$6. That is, that two tons of it will do the same work as one ton of good bituminous coal, and allow for the extra labor of handling the extra volume.

If this letter should suggest other questions to you, the writer will be most happy to go further into details.

Respectfully yours,

JOHN M. TURNER,
Manager Mandan Roller Mill Company.

F. B. Fancher, Esq., Bismarck, N. D.:

DEAR SIR: In reply to yours of the 17th inst. I would say that my experience in the use of lignite coal has extended over a period of seven years in Mandan, during which time I have also used anthracite, and have thus been able to compare the heating qualities of the two kinds of fuel. Four years I heated my house with anthracite coal, and in burning it, I gave it the advantage of the best and latest pattern stoves that were to be purchased in this market. My house has six room, and during the severe weather only two of them were thoroughly warmed when I used anthracite. I averaged from four to five tons each winter, a total cost of about \$70. Two years ago I had a furnace put in the basement of my house large enough to heat the entire dwelling. I burned lignite coal in it, delivered at my house for \$2.50 a ton. Last winter I burned less than twenty tons, but the entire house was warm all the time. There is no comparison whatever between the comfort that I experience now at a cost of less than \$50 a year for fuel, and that which I experienced under the old plan at a much higher cost. It must not be forgotten, too, that the removal of stoves from the house gives more room, and removes a source of a great deal of dirt and dust. With the coal supply properly arranged for feeding to the furnace, the aggregate amount of labor of handling the coal for the furnace is not greater than that of handling a much smaller quantity of anthracite coal, where it has to be fed to several stoves. There are no blacks whatever to the lignite coal, and consequently one objection which is found to the bituminous coal does not exist here.

So much for a practical test of our native lignite in a hot air furnace. My experience with a steam engine is limited, although I use it daily in an engine that runs the machinery of the Pioneer office, and find it works admirably, requiring but little attention. It is also used to heat the premises occupied by the Pioneer, and does the work at less than one-half what it would cost for any

other fuel. It requires but an ordinary amount of intelligence to use it, for it is free burning, and while it does not, pound for pound, contain as much heating property as anthracite, it is easier to manage.

Yours very truly,

R. M. TUTTLE,
Manager Pioneer Publishing Company.

NEW SALEM, N. D., January 22, 1890.

F. B. Fancher, Esq., Secretary of Railroad Commissioners:

DEAR SIR: Referring to your favor of the 17th inst. as to the relative value of lignite coal, I have used this coal for heating by stoves. I have in my house one Acorn Range; two Westminster self-feeders, hard coal stoves, and one so called lignite burner. I have used lignite in all these stoves for the past seven years and keep our house of nine rooms comfortably warm in the coldest weather. I prefer the Westminster stoves, the regular hard coal stoves for the use of lignite coal, it handles well in these stoves. Break the coal in pieces about as large as a quarter to half a brick, and in connection with this use up all the fine slack, thus using every particle of the fuel. The coal when dry will burn just as free as oak wood, all burn to a white ash, and will not make soot; the stove covers are just white. I put in about twenty-two tons every year, and have used nine tons of "nut coal" to produce the same amount of heat.

Hoping this may be of interest to those who may wish to use lignite coal,

I am, yours truly,

J. J. LUCK.

GLADSTONE ROLLER MILLS, N. D., January 20, 1890.

F. B. Fancher, Esq., Secretary of Railroad Commissioners:

DEAR SIR: Yours of the 17th received, asking for information in regard to lignite coal. I have used both wood and lignite coal for generating steam, also for heating and cooking purposes, and consider one ton of lignite equivalent to one and a half cords of wood. I am informed by those who have used lignite for hot air furnaces that it is by far the cheapest fuel. The only objection I see to the use of it for domestic purposes is that a part of the ash is very light, and, if disturbed much, will cause dust to settle in the room; otherwise, lignite is much cleaner than bituminous coal.

Very respectfully,

ROBERT LEE.

MANDAN, N. D., January 21, 1890.

F. B. Fancher, Secretary of Railroad Commission, Bismarck, N. D.:

DEAR SIR: Answering your recent favor of inquiry relative to the use of lignite coal, permit me to say: I have used this coal in my office for heating purposes since the year 1880, and have used no other fuel for this purpose. As to its use for cooking, have had very little experience, as from the abundance of cheap wood fuel in this vicinity and market I first began using wood and have since continued to do so, this mostly on account of having apparatus for using wood to better advantage than the lignite. Our wood dealers here in Mandan, however, say that the wood business is nearly a thing of the past, made so because the people have put in stoves, grates and ranges for burning this coal and are using now very little wood in their cooking stoves; this on account of the cost of coal being less than for wood and that the fire lasts longer and holds its heat in a better and more satisfactory manner. This is the fourth winter in which I have used lignite in a furnace in my house exclusively for heating. One furnace heats seven ordinary sized rooms, and in a very satisfactory manner. Having in a former house used anthracite coal for some years in stoves, I am prepared to say that the use of lignite for heating purposes far surpasses the hard coal. It will burn as long and make a reliable, steady and more satisfactory heat than anthracite. Like everything else, it has to be understood to be utilized. When understood, it meets every requirement for heat production.

In heating my residence, in the coldest weather, the furnace is "shook down" in the morning and fuel added. At 5 or 6 in the evening, more fuel is added and at night it is shaken down again, and if there are any clinkers in the fire pot they are removed usually in one mass, and fuel is added for the night, which keeps the house warm and comfortable until morning again. Other parties in town have improvised cheap furnaces from stoves encased in sheet-iron cases and have managed to supply warmth for their homes at a much less expense and trouble than from any other method admissable in this locality. A furnace to use this coal should be of the simplest kind, and have a large fire pot and large ash pit under, and the ashes removed every day. After being understood there is little trouble in making the lignite answer every purpose, which a more costly fuel would do. Now, as to cost, I know from former experience here that to heat the same amount of space as well as I do with the lignite, would cost double the amount if anthracite was used, and about the same proportion if wood. I consider that the presence of such large deposits of lignite in this portion of Dakota settles the vexed fuel problem for both Dakotas, when it is properly handled.

Yours truly,

HENRY W. COE.

TAYLOR, N. D. January 22. 1890.

Board of Railroad Commissioners, Bismarck, N. D.:

GENTLEMEN: Yours of the 17th inst. at hand. In regard to lignite coal would say I have used it more or less for the last eight years, and consider it very excellent fuel, and consider it far better than wood for heating purposes and much cheaper, even though the wood could be had for the cutting. I have used it in stationary engines with perfect success, and as compared with other fuel, I consider it equal to Illinois or Iowa coal; in fact I never knew it to fail except in firing a locomotive. When it is better known it will be more appreciated.

Yours truly,

W. S. FENNO.

TAYLOR, N. D., January 22, 1890.

Board of Railroad Commissioners, Bismarck, N. D.:

GENTLEMEN: Yours of the 17th instant, with query regarding lignite coal. I beg to state that this coal is used here by all the inhabitants for all domestic and heating purposes exclusively. This coal requires for igniting but very little kindling, while the heating qualities prove about equal to wood. The retention of heat is, however, much greater than hard coal; even the ashes retain fire for days. Lignite when used in a dry state will form no clinkers, but makes considerable quantity of ash of a light gray color. It is used here in every known sort of stove with grates in which hard coal will burn; however, it will burn to best advantage in stoves with large fire boxes, with sufficient draft. For hot air furnaces and steam boilers, lignite will answer equally as well as for stoves, large ash pits, or boxes, being required to prevent choking. The relative power of lignite coal for generating heat may be compared to about 60 per cent. of the best hard coal; the coal will slack in open air, but will keep intact under cover. It is a clear, free-burning fuel.

Most respectfully yours,

ADOLPH NORDBERG,

Richardton.

VILLARD HOUSE, DICKINSON, N. D., February 14, 1890.

To the Railroad Commissioners, Bismarck, N. D.:

GENTLEMEN: My experience with lignite coal for the past seven years is that it does not cost over 30 per cent. of eastern coal or wood. With lignite coal at \$2 per ton, 35 cents per day will supply all I need for my hotel range, which is large enough to do the cooking for seventy-five regular boarders; my range has nine ten inch openings on top, and two large ovens. A very important feature especially around a cooking range is not to have soot or dirt. There is

none whatever from lignite coal; a fine white powder coating accumulates, but with a good strong draft but little of that. I prefer this coal for heating purposes to any other fuel.

Respectfully yours,
C. H. KLINEFELTER.

From our investigation of this subject, we submit the following comparative value of fuel:

One ton of lignite coal equal to one and a half cords of wood.

One and a half tons of lignite coal equal to one ton of bituminous coal.

Two tons of lignite coal equal to one ton of anthracite coal.

We also have gathered much information in regard to the practical and economical use of lignite coal, notably its preservation by keeping it under cover, cellars or sod coal houses being the best; for generating steam, raise the grates nearer the boiler than for other fuel. This fuel can be utilized in any kind of stove with a moderately fine grate, and is a success in base burners as well as cylinder heaters, and, perhaps, has its greatest utility in hot-air furnaces, much of the testimony in this particular being too late for this report. As a fuel for stationary steam power, we predict it will take the lead of all other fuel.

Respectfully submitted,

GEO. S. MONTGOMERY,
Chairman Board Railroad Commissioners.

As a consequence of these investigations, and the general demand for cheaper fuel and cheaper freight rates, the Legislative Assembly passed the following act entitled:

An Act to Fix the Maximum Rates That Railroad Companies May Charge for the Transportation of Coal Mined Within the State of North Dakota.

Be it Enacted by the Legislative Assembly of the State of North Dakota:

SECTION 1. All railroad companies doing business as common carriers within the State of North Dakota shall not charge for the transportation of coal mined within the State from any station or siding within the State a greater rate per ton per mile than the following: For the first fifty (50) miles or fractional part thereof, seventy-five (75) cents per ton; for any distance over fifty (50) miles and and not to exceed one hundred (100) miles, ninety-five (95) cents per ton; for any distance over one hundred (100) miles and not to exceed one hundred and fifty (150) miles, one dollar and fifteen cents (\$1.15) per ton; for any distance over one hundred and fifty (150) miles and not exceeding two hundred (200) miles, one dollar and thirty-five cents (\$1.35) per ton; for any distance over two hundred (200) miles and not to exceed two hundred and fifty (250) miles, one dollar and fifty-five cents (\$1.55) per ton; for any distance over two hundred and fifty (250) miles and not to exceed three hundred (300) miles, one dollar and seventy-five cents (\$1.75) per ton; for any distance over three hundred (300) miles and not to exceed three hundred and fifty (350) miles, one dollar and ninety-five cents (\$1.95) per ton; for any distance over three hundred and fifty (350) miles and not to exceed four hundred (400) miles, two dollars and fifteen cents (\$2.15) per ton.

SEC. 2. Any neglect or refusal to carry out any part of the provisions of this act shall subject the railroad company so refusing or neglecting to carry out the provisions of this act, to a fine or penalty of not less than twenty-five (\$25) dollars per day for each and every day so neglecting or refusing, to be recovered by any person suffering loss or damage thereby; said forfeiture or penalty may be recovered in any court of competent jurisdiction.

SEC. 3. It shall be the duty of the Commissioners of Railroads to enforce the provisions of this act in the name of the State of North Dakota.

SEC. 4. All acts or parts of acts in conflict with the provisions of this act are hereby repealed.

SEC. 5. An emergency existing in that there are no laws now in force for the regulating of railroad freight rates for the transportation of coal mined in the

State of North Dakota, this act shall take effect and be in force immediately from and after its passage and approval.

Approved March 3, 1890.

At a meeting of the Board held March 7, 1890, the secretary was instructed to send a certified copy of this law to each of the following railroads doing business in North Dakota: "The Great Northern, Northern Pacific, "Soo," Chicago & Northwestern, and the Chicago, Milwaukee & St. Paul, and request that schedules be issued in accordance with said law," and on March 12, 1890, the following letter was sent to the general traffic manager of the Great Northern railway, and similar letters to each of the other roads mentioned in the resolution.

OFFICE OF BOARD OF COMMISSIONERS OF RAILROADS.

BISMARCK, N. D., March 12, 1890.

W. S. Alexander, Esq., General Traffic Manager, Great Northern Railway, St. Paul, Minn.:

DEAR SIR: At a meeting of the Board of Commissioners of Railroads, held March 7, 1890, the following resolution was adopted:

Resolved, That the Secretary be instructed to send a certified copy of the Coal Rate Law to each of the following railroads: the Great Northern, Northern Pacific, "Soo," Chicago & Northwestern and Chicago, Milwaukee & St. Paul, and request that schedules be issued in accordance with said law as soon as practicable."

Enclosed find copy of law, as per above resolution. By the Board,
HARVEY HARRIS,
Secretary.

No replies were received to these letters.

On April 16, 1890, the Commissioners held a conference with the railroad officials in St. Paul, to urge upon them the adoption of coal rate schedules in accordance with the act of the Legislative Assembly. This the roads refused to do, maintaining:

First. That the Legislative Assembly had no right to fix arbitrary rates at which they should do business without any right of appeal.

Second. That this act was repealed by Chapter 122, Laws of North Dakota (the general railroad law), which was approved March 19, 1890.

Third. That it is unconstitutional in that it fixes rates which are below cost of transportation.

The commissioners determined to enforce the law, and in order that no misunderstanding might occur, on April 21, 1890, the following letter was addressed to the general traffic manager of the Great Northern Railway, and one of similar import to the Northern Pacific railroad.

OFFICE OF COMMISSIONERS OF RAILROADS,

BISMARCK, N. D., April 21, 1890.

W. S. Alexander, Esq., General Traffic Manager, Great Northern Railway, St. Paul, Minn.:

DEAR SIR: We would respectfully call your attention to a communication of this Board, addressed to you March 12, 1890 in reference to an act of the

North Dakota Legislature entitled "An act to fix the maximum rates that railroad companies may charge for the transportation of coal mined within the State of North Dakota." Approved March 3, 1890, a certified copy of which was forwarded to you with our request that schedules be issued in accordance therewith, immediate action in this matter is necessary. By the Board,

HARVEY HARRIS,
Secretary.

In answer to these letters the following replies were received:

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF THE TRAFFIC MANAGER,
ST. PAUL, MINN., April 24, 1890.

Harvey Harris, Esq., Secretary Board of Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: Your communication of the 21st, duly received, and as the matter of coal rates in North Dakota has been placed in the hands of our legal department, I would respectfully refer you to James McNaught, General Counsel of this company, St. Paul, to whom your letter has been referred.

Yours truly,
J. M. HANNAFORD,
General Traffic Manager.

GREAT NORTHERN RAILWAY LINE.
ST. PAUL, MINN., May 1, 1890.

Harvey Harris, Esq., Secretary Railroad Commission, North Dakota, Bismarck, North Dakota:

DEAR SIR: Your letter of the 21st inst. to the general traffic manager of this company in reference to coal rates, has been handed to me.

It is the judgment of the company that its present rates are in all respects reasonable and fair, and that the rate fixed by the bill to which reference is made is not reasonable.

You will see, I think, that entertaining the view that the company does upon this subject, it cannot and ought not to comply with your request.

I must ask pardon for delay in writing, as the letter was in some way mislaid so as not to come to my attention until to-day.

Yours truly,
M. D. GROVER,
General Solicitor.

In the meantime J. L. Colton, of Minot, N. D., had loaded a car with coal at that point, consigned to George Colton, of Lisbon, N. D., via Larimore and Davenport, had paid the freight as provided by the coal-rate law. The money was accepted by the agent of the Great Northern railway, but the car was held for instructions from the company. They refused to transport the coal without greater compensation than that accepted by their local agent. Mr. Colton appealed to the Commission for the enforcement of the law, and after a final refusal of the company to transport the coal at the rate fixed by the Legislative Assembly—? At a meeting of the Board held May 16, 1890, the Attorney General was instructed to bring suit to compel the railroad to transport the car of coal at the rates fixed by law. Suit was begun before Judge Templeton, of the First Judicial District, and the case was argued in Chambers at Grand Forks October 14, 1890, by Attorney General Geo. F. Goodwin for the State and General Solicitor M.

D. Grover and Attorney W. E. Dodge for the Great Northern railway. The case was decided adversely to the State, on the ground that the law was repealed by Chapter 122, Laws of 1890. No other question being passed upon. This left the old schedules in force until through the urgent solicitation of the Board the Northern Pacific were induced to put in force a schedule of rates on lignite coal from Sims and Dickinson to all points on their lines in North Dakota, which has been approved by the Board, and the Great Northern railway was requested to issue schedules giving like liberal rates on their lines.

We append herewith the letter of General Traffic Manager J. M. Hannaford and a table showing the rates on lignite coal from Sims and Dickinson when the Board came into power, the rate obtained by the Board January 31, 1890, and the new rate put in force December 7, 1890, showing a total average reduction of over 35 per cent. on lignite coal rates since this Board came into power:

NORTHERN PACIFIC RAILROAD COMPANY,
OFFICE OF THE GENERAL TRAFFIC MANAGER,
ST. PAUL, MINN., December 11, 1890.

T. S. Underhill, Esq., Bismarck, N. D.:

DEAR SIR: Enclosed I hand you copy of the new special lignite tariff, taking effect December 7, which this company put into effect from Sims and Dickinson. This is a voluntary reduction from the tariff which has heretofore been in effect, and is figured at practically the cost of moving the business under the most favorable circumstances.

I have prepared this tariff more as an experiment than otherwise to see if it would not result in a largely increased output from the lignite mines of Dakota.

Yours truly,

J. M. HANNAFORD,
General Traffic Manager.

RATE IN CENTS PER 2,100 LBS. IN CAR LOAD SHIPMENTS OF 21,000 LBS.
OR OVER.

Miles from Sims.	TO	FROM						Miles from Dickinson.
		SIMS.			DICKINSON.			
		Old Rate.	Rate Made Jan. 31, 1890.	New Rate, Dec. 7, 1890.	Old Rate.	Rate Made Jan. 31, 1890.	New Rate, Dec. 7, 1890.	
	(In North Dakota.)							
238	Cotters	2 75	2 40	2 05	3 50	2 65	2 30	313
245	Horace	2 75	2 45	2 10	3 50	2 70	2 35	320
249	Warren	2 75	2 40	2 15	3 50	2 75	2 40	324
253	Davenport	2 75	2 55	2 15	3 50	2 80	2 40	328
259	Woods	2 75	2 60	2 15	3 25	2 80	2 40	334
263	Leonard	2 75	2 55	2 15	3 25	2 80	2 40	338
268	Sheldon	2 75	2 55	2 05	3 25	2 80	2 30	342
229	Butzville	2 75	2 50	1 95	3 25	2 75	2 20	306
223	Lisbon	2 75	2 45	1 90	3 25	2 70	2 15	297
211	Marshall	2 75	2 40	1 85	3 25	2 65	2 10	285
208	Verona	2 50	2 30	1 75	3 25	2 55	2 00	277
196	alley Junction	2 50	2 25	1 70	3 25	2 50	1 95	270
190	LaMoure	2 50	2 15	1 70	3 25	2 40	1 95	265
211	Edgeley	2 50	2 25	1 85	3 25	2 50	2 10	286
211	Oakes	2 50	2 25	1 85	3 25	2 50	2 10	286
182	Grand Rapids	2 50	2 10	1 65	3 25	2 35	1 90	257
174	Dickey	2 50	2 05	1 55	3 25	2 30	1 80	249
167	Adrian	2 50	2 00	1 50	3 25	2 25	1 75	242
160	Montpelier	2 50	1 90	1 45	3 25	2 15	1 70	235
151	Ypsilanti	2 25	1 85	1 40	3 25	2 10	1 65	226
234	Fargo	2 50	2 35	2 00	3 25	2 60	2 25	309
230	Haggart	2 50	2 35	2 00	3 25	2 60	2 25	305
222	Mapleton	2 50	2 30	1 90	3 25	2 55	2 15	297
216	Dalrymple	2 50	2 30	1 85	3 25	2 55	2 10	291
214	Cassilton	2 50	2 25	1 85	3 25	2 50	2 10	289
211	Sidney	2 50	2 25	1 85	3 25	2 50	2 10	286
208	Wheatland	2 50	2 25	1 80	3 25	2 50	2 05	283
198	Buffalo	2 50	2 20	1 75	3 25	2 45	2 00	273
192	Tower City	2 50	2 20	1 70	3 25	2 45	1 95	267
187	Oriska	2 50	2 15	1 65	3 25	2 40	1 90	262
181	Alta	2 50	2 15	1 60	3 25	2 40	1 85	256
176	Valley City	2 50	2 10	1 55	3 25	2 35	1 80	251
171	Hobart	2 25	2 10	1 50	3 00	2 35	1 75	246
165	Sanborn	2 25	2 00	1 50	3 00	2 25	1 75	240
174	Odell	2 50	2 10	1 55	3 25	2 35	1 80	249
188	Dazey	2 75	2 15	1 65	3 50	2 40	1 90	258
192	Hannaford	2 75	2 15	1 70	3 50	2 40	1 95	267
201	Cooperstown	2 75	2 15	1 75	3 50	2 40	2 00	276
161	Eckelson	2 25	2 00	1 45	3 00	2 25	1 70	236
156	Urbana	2 25	1 90	1 40	3 00	2 15	1 65	231
152	Spiritwood	2 25	1 85	1 40	3 00	2 10	1 65	227
147	Bloom	2 25	1 80	1 35	3 00	2 05	1 60	222
141	Jamestown	2 00	1 75	1 30	3 75	2 00	1 55	216
148	Parkhurst	2 25	1 80	1 35	3 00	2 05	1 60	223
154	Buchanan	2 25	1 85	1 40	3 00	2 10	1 65	229
162	Pingree	2 25	1 90	1 45	3 00	2 15	1 70	237
168	Edmunds	2 25	1 95	1 50	3 00	2 20	1 75	243
176	Melville	2 25	2 00	1 55	3 00	2 25	1 80	251
185	Carrington	2 25	2 00	1 65	3 00	2 25	1 90	260
191	Ross	2 25	2 05	1 70	3 00	2 30	1 95	266
196	Sykeston	2 25	2 05	1 75	3 00	2 30	2 00	273
198	Barlow	2 25	2 05	1 70	3 00	2 30	1 95	268
201	New Rockford	2 25	2 05	1 75	3 00	2 30	2 00	276
211	Sheyenne	2 25	2 10	1 85	3 00	2 35	2 10	286

RATE IN CENTS PER 2,100 LBS. IN CAR LOAD SHIPMENTS OF 21,000 LBS.
OR OVER.

Miles from Sims.	TO	FROM.						Miles from Dickinson.
		SIMS.			DICKINSON.			
		Old Rate.	Rate Made Jan. 31, 1890.	New Rate, Dec. 7, 1890.	Old Rate.	Rate Made Jan. 31, 1890.	New Rate, Dec. 7, 1890.	
	(In North Dakota.)							
221	Oberon	2 30	2 15	1 90	3 05	2 40	2 15	2 96
224	Lallie	2 35	2 20	1 95	3 10	2 45	2 20	2 99
231	Minnewaukan	2 40	2 25	2 00	3 15	2 50	2 25	3 06
250	Leeds	2 40	2 30	2 15	3 15	2 55	2 40	3 25
135	Eldridge	2 00	1 75	1 25	2 75	2 00	1 50	2 09
126	Windsor	2 00	1 70	1 20	2 75	1 95	1 45	2 00
121	Cleveland	2 00	1 65	1 15	2 75	1 90	1 40	1 96
105	Crystal Springs	2 00	1 60	1 15	2 75	1 85	1 40	1 74
96	Tappan	2 00	1 55	1 10	2 75	1 80	1 35	1 71
91	Dawson	2 00	1 50	1 10	2 75	1 75	1 35	1 68
88	Steele	2 00	1 50	1 10	2 75	1 75	1 35	1 58
76	Geneva	2 00	1 40	1 10	2 75	1 65	1 35	1 51
72	Driscoll	2 00	1 35	1 10	2 75	1 60	1 35	1 47
64	Sterling	2 00	1 30	1 10	2 75	1 55	1 35	1 39
58	Menoken	2 00	1 25	1 10	2 75	1 50	1 35	1 28
44	Apple Creek	1 50	1 15	1 00	2 25	1 45	1 25	1 19
40	Bismarck	1 00	1 00	1 00	1 75	1 40	1 25	1 15
39	River Landing	1 00	1 00	1 00	1 75	1 40	1 25	1 14
35	Mandan	75	75	75	1 50	1 15	1 00	1 10

LOADING PLATFORMS.

Chapter 123, Laws of the First Legislative Assembly of North Dakota, entitled, "An act to facilitate the shipment of live stock, grain and other commodities," provides that "every railroad company or corporation doing business in this State shall within sixty days after this shall go into effect, upon notice from the Commissioners of Railroads, build, erect or complete one or more platforms for the transfer of live stock, grain and other commodities from wagons or otherwise, to cars at each and every station designated in said notice.

It further provides that said notice shall be given the railroad companies "after receiving a petition signed by ten taxpayers, residents of the place or its vicinity where such platform is to be erected."

It is made the duty of the Board of Commissioners of Railroads to give such notice to the railroad companies, but no power is conferred on them in the act to enforce its provisions. Under this act a great many petitions for platforms have been received by the board, and the railroad companies have been promptly notified of the receipt of such petitions and have been requested to comply therewith, but with few exceptions they have refused to comply with the request on the ground that at the points where platforms had been petitioned for they had already provided ample facilities for the transaction of all business offered at said points.

One of the first petitions received was from citizens of Osnobrock, Cavalier county, North Dakota, which we give in full with the reply of Vice-President W. P. Clough, of the Great Northern Railway, to the request of the Board that the loading platform petitioned for be erected: also the petitions from Hope, Steele county, and from Inkster, Grand Forks county, with the reply of the company:

To the Honorable Board of Railroad Commissioners.

We, the undersigned farmers of Osnobrock and vicinity, Cavalier county, N. D., do hereby petition your honorable Board to erect a platform for the transfer of live stock, grain and other commodities from wagons or otherwise into cars, in accordance with House Bill No. 64. And your petitioners will ever pray.

T. N. ADNEY,
and 21 others.

GREAT NORTHERN RAILWAY LINE,

ST. PAUL, MINN., May 21, 1890.

Harvey Harris, Esq., Secretary Board of Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: In response to the demand recently made by the Board upon this company, with reference to an additional platform at Osnabrock station, I beg to say that, at that station there are already five grain houses, having an aggregate capacity of 190,000 bushels, each controlled by a separate company. Under these circumstances, we are unable to see how any further grain shipping facilities at that point could possibly be required.

With respect to facilities for shipping stock, we are not aware that any shipments of that kind have been offered at that station.

Yours respectfully,

W. P. CLOUGH,
Vice President.

HOPE, N. D., June 2, 1890.

To the Honorable Board of Commissioners of Railroads, Bismarck, N. D.:

The undersigned residents and taxpayers of Hope, Steele county, North Dakota, and vicinity, would respectfully petition your honorable body to direct the Great Northern Railroad company to erect a platform for loading grain into cars at this station, as provided by law.

E. D. WALLACE,
and 12 others.

INKSTER, May 16, 1890.

We, the undersigned taxpayers of the town of Inkster, North Dakota, petition your honorable Board of Railroad Commissioners to grant us the right of a platform for the convenience of shippers and receivers of grain, according to Bill 46, approved February 17, 1890.

A. R. BRITON,
And 25 others.

GREAT NORTHERN RAILWAY LINE,

ST. PAUL, MINN., June 18, 1890.

Harvey Harris, Esq., Secretary Board of Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: In response to your favor of the 10th inst., I beg to say, that there is already warehouse capacity at Hope station, aggregating 105,000 bushels, and at Inkster station, aggregating 130,000 bushels. This we think entirely adequate for the business, and, consequently, do not regard any additional platform space necessary or desirable.

Yours respectfully,

W. P. CLOUGH,
Vice President.

Petitions have also been received from the following points and the companies notified by the Commissioners, as the law required:

Vicinity.	County.	Vicinity.	County.
Hamilton	Pembina	Nickolson	Sargent
Hovis Siding	Cass	Penn	Ramsey
Reynolds	Grand Forks	Lakota	Nelson
Argusville	Cass	Perth	Towner
Buxton	Traill	Park River	Walsh
Blanchard	Traill	Church's Ferry	Ramsey
Glover	Dickey	Hatton	Traill

Verona	LaMoure	Page City	Cass
Clement	Dickey	Arvilla	Grand Forks
Babcock	Sargent	Cando	Towner
Sargent	Sargent	Sykeston	Wells
Gardner	Cass	New Rockford	Eddy
Straubville	Sargent	Tower City	Cass
Roseville	Traill	Oriska	Barnes
Mayville	Traill	Sheldon	Ransom
Portland	Traill	Barlow	Foster
Erie	Cass	Guelph	Dickey
Grandin	Cass	Hillsboro	Traill
Cummings	Traill	Petersburg	Nelson
Glasston	Pembina	Dazey	Barnes
Johnstown	Grand Forks	Neché	Pembina
Berlin	LaMoure	Gilby	Grand Forks
Sheyenne	Eddy	Tyler	Richland
Mapleton	Cass	Carrington	Foster
Wyndmere	Richland	Cooperstown	Griggs

Of the above points, loading platforms have been built by the Northern Pacific Railroad as follows: Two at Canfield, one at Sidney, one at Valley City, one at Cooperstown and one at Barlow, and a drive-way at Casselton.

FREIGHT RATES.

The question of discrimination in freight rates was brought before the Legislative Assembly, and the matter was referred to the Committee on Railroads, which made the following report on January 22, 1890:

MR. SPEAKER.

Your sub-committee appointed from the Committee on Railroads and instructed to investigate the rates upon freights over the railroads operating within this State and the question as to whether such rates discriminate against the shippers of this State, have had the same under consideration and beg leave to report:

That they have collected, compiled and attach hereto as exhibits "A, B, C, D, E, F and G," comparative statements showing the rates of freights over railroads operating both within and without this State, and showing:

First. The rates from points without to different points within the State.

Second. The rates between points within this State where the distances between such points form a part of the distance included in the first showing.

Third. The excess charged upon freight shipped from one point to another in this State over the rate charged from points without this State to the same point of destination.

Fourth. In exhibits "F and G," showing rates charged by the same lines of railroads for given distances in Minnesota, and compared with rates charged for same distances within this State.

In view of the facts as shown in said exhibits, and of such other information as has come to their knowledge, it is the opinion of your sub-committee that the shippers of this State are discriminated against in the matter of freight rates, and that such discrimination is in favor and tends to the building up of cities in other states.

That this system of freight rates will materially retard the growth and prosperity of our State. That it is the intention of the railroad companies to prevent, and that their action is preventing the building up of towns and cities within our State; and that without the upbuilding of such trade centers, with their corresponding tax paying power, we shall ever remain a weak dependency of adjoining states. Your committee would therefore recommend such legislation as shall tend to relieve us from this unjust restriction.

FRANKLIN ESTABROOK,
E. W. BOWEN.
G. E. INGEBRETSEN,
E. S. TYLER.

EXHIBIT "A."

NORTHERN PACIFIC RATES—ST. PAUL AND FARGO.

STATIONS.	Rates from St. Paul to Sta- tions named in margin.				Rates from Fargo to Sta- tions named in margin.				Rates from St. Paul when reshipped at Fargo.				Difference be- tween through rate and sum of two locals			
	Class.				Class.				Class.				Class.			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Fargo	80	68	52	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mapleton	80	68	52	40	17	14	12	10	97	82	64	50	17	14	12	10
Casselton	84	71	55	42	20	17	14	12	100	85	66	52	16	14	11	10
Wheatland	85	72	55	43	25	21	18	15	105	89	70	55	20	17	15	12
Buffalo	86	73	56	43	30	26	21	18	110	94	73	58	24	21	17	15
Tower City	86	73	56	43	32	27	22	19	112	95	74	59	26	22	18	16
Oriska	87	74	57	44	34	29	24	20	114	97	76	60	27	23	19	16
Valley City	88	75	57	44	38	32	27	23	118	100	79	63	30	25	22	19
Sanborn	90	77	59	45	42	36	29	25	122	104	81	65	32	27	22	20
Spiritwood	94	80	61	47	48	41	34	29	128	109	86	69	34	29	2	22
Jamestown	95	81	62	48	52	44	36	31	132	112	88	71	37	31	24	23
Horace	80	68	52	40	17	14	1	1	98	82	64	50	17	14	12	10
Davenport	80	68	52	40	20	17	14	12	10	85	66	52	20	17	14	12
Leonard	80	69	53	41	25	21	18	15	105	89	70	55	24	20	17	14
Sheldon	85	72	55	43	32	27	22	19	112	95	74	59	27	23	19	16
Buttville	85	72	55	43	34	29	24	20	114	97	76	60	29	25	21	17
Lasbon	85	72	55	43	38	32	27	23	118	100	79	63	33	28	24	20
Marshall	87	74	57	44	42	36	29	25	122	104	81	65	35	30	24	21
LaMoure	90	77	59	45	50	43	35	30	130	111	87	7	40	34	28	25
Oakes	88	75	59	45	54	46	38	32	134	114	90	72	46	39	31	27
Edgeley	90	77	60	45	56	48	39	34	136	116	91	74	48	39	31	29

EXHIBIT "B."

NORTHERN PACIFIC RATES—ST. PAUL AND JAMESTOWN.

STATIONS.	Rates from St. Paul to Sta- tions named in margin.				Rates from Jamestown to Stations named in margin.				Rates from St. Paul when reshipped at Jamestown.				Difference between through rate and sum of two locals.			
	Class.				Class.				Class.				Class.			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Jamestown	95	81	62	48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Windsor	88	84	65	52	20	17	14	12	115	98	76	60	16	14	11	8
Medina	102	87	68	55	25	21	18	15	120	102	80	63	18	15	12	8
Crystal Springs	104	88	69	57	30	26	21	18	1	107	83	66	21	19	14	9
Tappan	106	90	71	59	32	27	22	19	127	108	84	67	21	18	13	8
Dawson	108	91	72	61	34	29	24	20	129	11	86	68	21	19	14	7
Steel	110	93	74	63	38	32	27	23	133	113	89	71	23	20	15	8
Menoken	117	89	81	70	50	43	35	30	145	124	97	78	28	25	16	8
Parkhurst	88	83	64	49	14	12	20	8	109	93	72	56	11	10	8	7
Buchanan	99	84	65	50	17	14	12	10	112	85	74	58	13	11	9	8
Pingree	100	85	66	51	22	19	15	13	117	100	77	61	17	15	11	10
Edmunds	107	86	68	53	25	21	18	15	120	102	80	63	18	16	12	10
Melville	104	88	70	55	27	23	19	16	122	104	81	64	18	16	11	11
Carrington	105	89	72	57	32	27	22	19	127	108	84	67	22	19	12	10
Barlow	106	90	74	60	34	29	24	20	129	110	86	68	23	20	12	8
New Rockford	108	92	75	62	38	3	26	23	133	113	88	71	25	21	14	9
Oberon	108	92	75	64	46	39	32	28	141	120	94	76	33	28	18	12
Totten	108	92	75	64	48	41	34	29	143	122	96	77	35	30	21	12
Minnewaukan	110	94	77	66	50	43	35	30	145	124	97	78	35	30	20	12
Skyeston	108	92	75	64	38	32	27	23	133	113	89	81	25	21	14	7

EXHIBIT "C."

NORTHERN PACIFIC RATES—ST. PAUL AND BISMARCK.

STATIONS.	Rates from St. Paul to Stations Named in Margin.				Rates from Bismarck to Stations Named in Margin.				Rates from St. Paul when Reshipped at Bismarck.				Difference between Through Rate and Sum of Two Locals.			
	Class.				Class.				Class.				Class.			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Bismarck	120	102	84	72												
Mandan	123	105	87	75	10	9	7	5	130	111	91	78	7	6	4	3
Sweet Brier	126	107	88	76	22	19	15	13	142	121	99	85	16	14	11	9
New Salem	128	108	89	77	27	23	19	16	147	155	103	88	19	17	14	11
Sims	130	109	90	78	30	26	21	18	150	128	105	90	20	21	15	12
Curlew	132	110	91	79	32	27	22	19	152	129	106	91	20	19	15	12
Glenullen	134	111	92	80	40	34	28	24	160	136	112	96	26	25	20	16
Hebron	136	112	93	81	44	37	31	26	164	139	115	98	28	27	22	17
Richardton	139	113	95	83	50	43	35	30	170	145	119	102	31	32	24	19
Taylor	140	114	95	84	54	46	38	32	174	146	122	104	34	34	27	20
Gladstone	110	114	95	84	56	48	39	34	176	150	123	106	36	36	28	22
Dickinson	142	115	90	85	58	49	41	35	178	151	125	107	36	36	29	22
Belfield	144	117	98	87	62	53	43	37	182	155	127	109	38	38	29	22
Sully Springs	145	118	99	88	64	54	45	38	184	156	129	110	39	38	30	22
Medora	147	119	99	86	66	56	46	40	189	158	130	112	39	38	31	23
Andrews	158	119	10	90	68	58	48	41	188	160	132	113	40	41	32	23

EXHIBIT "D."

CHICAGO, MILWAUKEE AND ST. PAUL RATES—ST. PAUL AND WAHPETON.

STATIONS.	Rates from St. Paul to Stations named in margin.				Rates from Wahpeton to Stations named in margin.				Rates from St. Paul when reshipped at Wahpeton.				Difference between through rate and sum of two locals.			
	Class.				Class.				Class.				Class.			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Wahpeton	72	61	47	36												
Abercrombie	76	65	49	38	18	15	12	9	90	76	59	45	14	11	10	7
Christine	78	66	50	39	24	20	16	12	96	81	63	48	18	15	13	9
Hickson	70	69	52	40	27	23	17	14	99	84	64	50	19	20	12	10
Wild Rice	70	68	52	40	29	25	19	15	101	76	66	51	21	20	14	11

EXHIBIT "E."

STATIONS.	Local Rates from St. Paul.				STATIONS.	Local Rates out of Fargo.				Total two Locals.				Difference.				
	Class.					Class.				Class.				Class.				
	1	2	3	4		1	2	3	4	1	2	3	4	1	2	3	4	
Fargo	Cts. 80	68	52	40	Harwood	Cts. 14	12	10	8	94	80	62	48	14	12	10	8	Cts. 8
Harwood	80	67	52	40	Argusville	17	14	12	10	97	82	64	50	16	13	11	9	9
Argusville	81	69	53	41	Gardner	22	19	15	13	102	87	67	53	20	17	14	12	12
Gardner	82	70	53	41	Grandin	25	21	18	15	105	89	70	55	23	20	16	14	13
Grandin	83	71	54	42	Kelso	27	23	19	16	107	91	71	56	23	20	16	14	14
Kelso	84	71	55	43	Hillsboro	30	26	21	18	110	94	72	58	25	22	18	15	15
Hillsboro	85	72	55	43	Cummings	34	29	24	20	114	97	76	60	27	23	19	16	16
Cummings	87	74	57	44	Buxton	38	31	25	22	116	99	77	62	28	24	20	18	18
Buxton	88	75	57	44	Reynolds	38	32	27	23	118	100	79	63	29	24	21	18	18
Reynolds	89	76	58	45	Thompson	40	34	28	24	120	102	80	64	31	26	22	19	19
Thompson	89	77	59	45	Grand Forks	46	39	32	28	126	107	84	68	36	30	25	22	23
Grand Forks	90	77	59	45	Manvel	50	43	35	30	130	111	87	70	37	32	26	22	22
Manvel	93	82	65	49	Ardoek	56	48	39	34	136	116	91	74	40	34	28	24	24
Ardoek	96	82	65	53	Minto	56	48	39	34	136	116	91	74	38	33	28	24	24
Minto	98	83	66	56	Grafton	57	49	41	35	138	117	93	75	39	34	29	25	25
Grafton	100	85	68	56	Kraguers	57	49	41	35	138	117	93	75	39	34	29	25	25
Kraguers	80	68	52	40	Georgetown	14	12	10	8	94	80	65	47	14	12	10	8	8
Georgetown	81	69	53	41	Perley	20	17	14	12	100	85	66	52	15	12	10	8	11
Perley	82	70	53	41	Hendrum	22	19	15	13	102	87	67	53	20	17	14	12	12
Hendrum	83	71	54	42	Halstad	25	21	18	15	105	89	70	55	22	18	16	13	13
Halstad	84	71	55	42		27	23	19	16	107	91	71	56	23	20	16	14	14

EXHIBIT "E."—Continued.

STATIONS.	Local rates from St. Paul.				STATIONS.	Local rates out of Grand Forks.				Total to locals.				Difference.			
	Class.					Class.				Class.				Class.			
	1	2	3	4		1	2	3	4	1	2	3	4	1	2	3	4
Grand Forks.....	Cts. 90	Cts. 77	Cts. 59	Cts. 45	Manvel.....	Cts. 17	Cts. 14	Cts. 12	Cts. 10	Cts. 107	Cts. 91	Cts. 71	Cts. 55	Cts. 14	Cts. 12	Cts. 9	Cts. 7
Manvel.....	98	79	62	48	Ardock.....	22	19	15	13	112	96	74	58	16	14	9	6
Ardock.....	96	82	65	52	Minto.....	27	23	19	16	117	100	78	61	19	17	12	8
Minto.....	98	83	66	53	Grafton.....	30	26	21	18	120	103	80	63	20	18	12	7
Grafton.....	100	85	68	56	Auburn.....	34	29	24	20	124	106	83	65	22	20	13	7
Auburn.....	102	87	70	58	St. Thomas.....	36	31	25	22	126	108	84	67	22	20	12	8
St. Thomas.....	104	88	72	59	Glasston.....	38	32	27	23	128	109	86	68	23	22	13	7
Glasston.....	105	89	74	61	Hamilton.....	42	36	29	25	132	113	88	70	25	22	13	7
Hamilton.....	107	91	75	63	Bathgate.....	44	37	31	26	134	114	90	71	26	23	14	7
Bathgate.....	108	92	76	64	N-iche.....	46	39	32	28	136	116	91	73	26	23	14	7
N-iche.....	110	94	77	66	Ojata.....	48	41	34	30	138	118	93	75	27	24	15	9
Ojata.....	92	78	60	46	Emerado.....	17	14	12	10	107	91	71	55	15	13	11	9
Emerado.....	94	80	61	47	Arvilla.....	20	17	14	12	110	94	73	57	16	14	12	10
Arvilla.....	95	81	62	48	Larimore.....	22	19	15	13	112	96	74	58	17	15	12	10
Larimore.....	96	82	62	48	Niagara.....	25	21	18	15	115	98	77	60	19	16	13	12
Niagara.....	99	84	65	52	Michigan City.....	32	27	23	19	122	104	81	64	23	20	15	12
Michigan City.....	102	87	68	55	Lakota.....	36	31	25	22	126	108	84	67	25	22	16	11
Lakota.....	104	88	71	59	Devils Lake.....	40	34	28	24	130	111	87	69	26	23	16	10
Devils Lake.....	110	94	77	66		50	43	35	30	140	120	94	75	30	26	17	9

EXHIBIT "F." **NORTHERN PACIFIC RAILROAD.**

Miles.	STATIONS.	Rates out of St. Paul.				Miles.	Rates out of Fargo.			
		Class.					Class.			
		1	2	3	4		1	2	3	4
		Cts.	Cts.	Cts.	Cts.		Cts.	Cts.	Cts.	Cts.
18	Fridley Park	10	9	7	5	18	20	17	14	12
25	Coon Creek	13	11	8	7	25	22	19	15	13
29	Anoka	16	14	10	8	29	25	21	18	15
36	Itaska	20	17	13	10	36	30	26	21	18
41	Elk River	23	20	15	12	41	32	27	22	19
46	Baileys	25	21	16	13	46	34	29	24	20
49	Big Lake	27	23	18	14	49				
53	Salida	30	26	20	15	53	36	31	25	22
57	Becker	32	27	21	16	57	38	32	27	23
64	Clear Lake	35	30	23	18	64	40	34	28	24
71	Cable	37	31	24	19	71	44	37	31	26
76	East St. Cloud	40	34	26	20	76	46	39	32	28
78	Sauk Rapids					78				
88	Watab	42	36	27	21	88	48	41	34	29
90	Rices	43	37	28	22	90	50	43	35	30
97	Royalton	44	38	29	22	97	54	46	38	32
103	Gregory	45	37	29	23	103	56	48	39	34
111	Rothwell	47	40	31	24	111	58	49	41	35

EXHIBIT "G." **MANITOBA RAILWAY.**

Miles.	STATIONS.	Rates out of St. Paul.				Miles.	Rates out of Fargo.			
		Class.					Class.			
		1	2	3	4		1	2	3	4
		Cts.	Cts.	Cts.	Cts.		Cts.	Cts.	Cts.	Cts.
20	St. Albans.....	12	10	8	6	20	20	17	14	12
24	Wyzota.....	14	12	9	7	24	22	19	15	13
29	Minnetava Beach.....	18	15	12	9	29	25	21	18	15
31	Spring Park.....	18	15	12	9	31	27	23	19	16
27	Long Lake.....	16	14	10	8	27	25	21	18	15
28	Perrys.....	17	14	11	9	28	25	21	18	15
32	Maple Plain.....	19	16	12	10	32	27	23	19	16
33	Armstrong.....	.....	.....	.....	.....	33	.....	.....	.....	.....
38	Delana.....	23	20	15	12	38	30	26	21	18
45	Mantran.....	26	22	17	13	45	32	27	22	19
48	Waverley.....	27	23	18	14	48	34	29	24	20
53	Howard Lake.....	30	26	20	15	53	36	31	25	22
56	Smith Lake.....	31	26	20	16	56	38	32	27	23
59	Cokato.....	32	27	21	16	59	.....	.....	.....	.....
65	Dassel.....	35	30	23	18	65	40	34	28	24
70	Darwin.....	38	32	25	19	70	42	36	29	25
76	Litchfield.....	40	34	26	20	76	46	39	32	28
84	Grave City.....	42	36	27	21	84	48	41	34	29
89	Atwater.....	43	37	28	22	89	50	43	35	30
96	Kandeyohi.....	44	37	29	22	96	54	46	38	32
103	Willmar.....	44	37	29	22	102	56	48	39	34

No further action being taken by the Legislative Assembly, the matter was brought before the Board by a petition from the Board of Trade of Fargo, N. D., asking that low rates be made to Fargo and Grand Forks, and that these be made terminal points and rates given that would foster the jobbing trade and build up distributing and jobbing centers within the State.

The matter was taken up by the Commissioners, and the Northern Pacific, Great Northern and Chicago, Milwaukee & St. Paul railways were asked to make such rates to these points. The representatives of the roads expressed themselves as favoring the trial of such a course, if the laws of the State and the Interstate Commerce Law would permit them to do so, and asked that the question be submitted to the Attorney General, which was done in the following language:

"Can the Commissioners of Railroads or the railroad companies establish terminal rates for any one or more cities or localities in the State of North Dakota, without giving to all other cities or localities in the State the same proportionate rates?" To which the Attorney General replied as follows:

OFFICE OF ATTORNEY GENERAL,
BISMARCK, N. D., June 9, 1890.

Harvey Harris, Esq., Secretary Board of Commissioners of Railroads, Bismarck, N. D.:

DEAR SIR: May 19, 1890, your honorable Board requested my opinion upon the following question: "whether this Board or the railroad companies can establish terminal rates for one or more cities or localities in the State of North Dakota, without giving to all other cities or localities in the State the same proportionate rates." In order to a correct understanding of this question, it is necessary to call your attention to certain provisions of an Act passed by the late Legislative Assembly entitled, "An Act to regulate common carriers and defining the duties of Railroad Commissioners in relation thereto in the State of North Dakota," approved March 19, 1890.

Sections 2 and 6 of said Act reads as follows: "Sec. 2. That all charges made by any common carrier, subject to the provisions of this Act, for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in connection therewith, or for the receiving, delivering, storage or handling of such property, shall be equal and reasonable; and every unequal and unreasonable charge for such service is prohibited and declared to be unlawful; *Provided*, That one carload of freight of any kind or class shall be transported at as low a rate per ton, and per ton per mile, as any greater number of carloads of the same kind and class from and to the same points of origination or destination. It shall be unlawful for any common carrier, subject to the provisions of this Act, to make or give any unequal or unreasonable preference or advantage to any particular person, company, firm, corporation or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic to any unequal or unreasonable prejudice or disadvantage in any respect whatsoever."

SEC. 6. "That it shall be unlawful for any common carrier, subject to the provisions of this Act, to charge or receive any greater compensation for the transportation of passengers or of like kind, or class and quantity of property for a shorter than for a longer distance over the same line, the shorter being included within the longer distance, but this shall not be construed as authorizing any common carrier, subject to the provisions of this Act, to charge or receive as great compensation for a shorter as for a longer distance; *Provided, however*, That

upon application to the Commissioners of Railroads, such common carrier may, in special cases, after investigation by the said Commissioners, be authorized to charge less for longer than for shorter distances, for the transportation of passengers or property; and the Commissioners may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this Act."

This law is substantially a copy of the Interstate Commerce Law as passed by Congress, with some important changes to be noted. Section 6 of our law is substantially the same as Section 4 of the Interstate Commerce Act, and is identical with the same section in the Minnesota law. Although in the Minnesota and Dakota law the words "in the aggregate," and the words "under substantially similar circumstances and conditions," and the words "in the same direction," which are in the Act of Congress, seem to have been purposely omitted from the law in Minnesota and Dakota. Reading Section 6 in connection with the proviso contained in Subdivision A of Section 2 and the provisions contained in Subdivision B of Section 2, and it seems too clear for controversy that the Legislature, whether wisely or unwisely remains to be seen, intended to take away the power of common carriers or of the Commissioners of Railroads to make any discrimination in favor of individuals or localities on account of peculiar kinds of business, the amount of bulk of business to be transacted, or for the purpose of building up trade centers or what may be termed terminal points, subject to the proviso contained in the latter part of Section 6 with regard to special cases hereinafter referred to. To allow the Board of Commissioners or the common carriers of the State to establish rates for any particular cities or localities in the State that are proportionately less than are given to other cities and localities on the same line of road would be to violate the spirit as well as the letter of the law. Under the proviso contained in Section 6 above quoted, your Board is authorized, upon application by the common carrier in special cases, and after investigation, to authorize said common carriers to charge less for longer than shorter distances and to lay down rules prescribing the extent to which such designated common carrier may be relieved from the operation of said Section 6. In my opinion this proviso does not authorize the Board, even upon application of the common carrier, to establish a general rule applicable to all shipments from a given locality. It is only in *special cases* that the Commissioners are authorized to act under this proviso; what constitutes a special case must be determined by your Board whenever application is made by the common carrier according to the facts submitted in each particular case. You will find this subject fully discussed by the Railroad Commissioners of Minnesota in their annual report for 1887, on pages 134 to 147 inclusive.

Respectfully submitted,

GEO. F. GOODWIN,
Attorney General.

As the laws of the State were clearly against the establishing of terminal rates. No further action on the matter has been taken by the board.

On October 16, 1890, E. M. Raworth & Co., importers and wholesale grocers of Fargo, N. D., entered complaint before the board of unjust discriminations against Fargo by the railroad companies in sugar schedules from San Francisco, Cal., to Fargo and St. Paul.

The matter being interstate business was referred to the Interstate Commerce Commission, and under date of November 11, 1890, the following reply was received:

INTERSTATE COMMERCE COMMISSION,
OFFICE OF THE SECRETARY,
WASHINGTON, NOV. 11, 1890.

*Harvey Harris, Esq., Secretary Board of Commissioners of Railroads, Bismarck,
N. D.:*

DEAR SIR: Yours of the 6th instant is received and will be submitted to the commission as soon as possible.

Very respectfully,
EDWARD A. MOSELEY,
Secretary.

RECOMMENDATIONS.

Section 18 (b) of Chapter 122, Laws of North Dakota requires the Commissioners of Railroads "to investigate and consider what, if any, amendment or revision of the railroad laws of the State the best interests of the State demand."

We submit the following recommendations:

The Legislative Assembly of 1889-90 enacted a law for the regulation of common carriers, and defining the powers and duties of the Commissioners of Railroads which was practically a copy of the Minnesota law upon that subject. This law, at the time of its enactment by our Legislature had been sustained by the Supreme Court of Minnesota, and was supposed by all to be the most practical of any of the State laws upon this subject.

This law had scarcely gone into effect when the Supreme Court of the United States in the case of the State of Minnesota vs. The Chicago, Milwaukee & St. Paul Railway company decided the Minnesota law unconstitutional so far as it related to the power of the Board to enforce any of its orders under that law.

In the face of this decision, the Board, for the last year, have felt that they could not with safety undertake to enforce orders under our law, for it would necessarily be doomed to the same fate as the Minnesota law if it was carried to the higher courts. The Legislature should at once so amend the law as to remedy the evil pointed out by the United States Supreme Court in the case above referred to.

Another serious defect in our law was discovered when the Board undertook to secure lower commercial rates for the cities of Grand Forks and Fargo.

The opinion of the Attorney General upon this point, which appears elsewhere in full, will doubtless suggest to the Legislature the changes necessary to enable the Board to secure these reduced rates. This is a most important subject, as nothing can be of greater advantage to the whole State than building of commercial centers, and the Board have no doubt but what they would have secured for the jobbers of Grand Forks and Fargo the same commercial advantages enjoyed by St. Paul and Minneapolis shippers, had our law permitted these rates to be established. Longer and more varied experience under this law may

suggest and make necessary other changes, but with these two weak places in the law properly corrected we believe the work of the commission would be much more effective.

The efforts of the last Legislature to properly regulate and control the elevators and grain warehouses in the State resulted in the passage of several laws upon this subject. Some of these laws require the commissioners to perform unlawful and impossible acts.

They are as absolutely incapable of execution as they are of interpretation, and we earnestly recommend that Chapters 187, 188 and 190, of the laws of 1890, and also the whole of Article 2 of Chapter 6 of the Compiled Laws of 1887, be repealed. Some of these laws are more particularly mentioned under the subject of "Grain Inspection," and their defects there pointed out. If these laws are repealed by the Legislature, we would recommend the passage of a law conferring upon the Board of Commissioners of Railroads power to adopt such rules and regulations governing the shipment and storage of grain and farm produce, and the management and control of elevators and public warehouses, as to the Board is deemed necessary to protect the rights of all the people of this State.

Section 1 of Chapter 123, laws of 1890, being the act to require railroad companies to construct loading platforms at stations and sidetracks was as follows: "Every railroad company or corporation doing business in this State, shall, within sixty days after this act shall go into effect, upon notice from the Commissioners of Railroads, build, erect," etc.

The act was approved and went into effect February 17, 1890. From the reading of this first section, it might, with apparent reason, be claimed that under this law a railroad company could only be required to build platforms for the first sixty days after its passage, or until April 17, 1890. This should be so amended as to give the companies sixty days after receiving the notice from the Board to build the platforms and comply with the law.

The Commission is firmly of the opinion that the most satisfactory and best results of the Board of Commissioners can never be attained until there is a stability and permanency given to the Board that it does not now possess and cannot be conferred upon it under our present Constitution. There is no other branch of the executive part of a state government that requires such an amount of practical experience and knowledge as that of Commissioners of Railroads. As long as the Board is liable to a complete change every two years, the State cannot expect the best results.

In one term of office of two years, not even an elementary knowledge can be attained of the principles which govern or ought to govern the regulation and management of railroads.

To expect men taken from the mass of the people, without any previous special preparation to accomplish the best results in

dealing with men who have made the subject a life study and special work is to expect almost an impossibility.

One of the most serious defects in our State Constitution is that contained in Section 82, requiring the entire Board of Commissioners to be elected every two years. We cannot too earnestly recommend that the Constitution be so amended that the Board will always be composed of at least one experienced Commissioner. We believe the term should be made six years, and one Commissioner be elected every two years. If this is thought to be too long, the term could be made four years; two Commissioners to be elected every alternate two years, and one Commissioner every other two years. As the term of office of all of the present Board expires this year, they cannot be accused of having any interest in this recommendation other than that of private citizens desirous of securing to the people of the State the greatest good from this important branch of our government, a lengthened term of office so arranged that the Board will at all times retain at least one old member of the Board, will secure a degree of permanency and experience absolutely essential to the usefulness of the commission, and without which it cannot successfully be maintained.

THE GENERAL RAILROAD LAW.

CHAPTER 122.

To Regulate Common Carriers and Define the Duties of the Commissioners of Railroads.

An Act, entitled, "An Act to Regulate Common Carriers and Defining the Duties of the Commissioners of Railroads in Relation Thereto, in the State of North Dakota."

Be it enacted by the Legislative Assembly of the State of North Dakota:

SECTION 1. (a) That the provisions of this act shall apply to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroads, or partly by railroad and partly by water, when both are used under a common control, management or arrangement for a carriage or shipment from one place or station to another, both being within the State of North Dakota. *Provided*, That nothing in this act shall apply to street railways or to the carriage storage or handling by any common carrier of property free or at reduced rates for the United States or for the State of North Dakota, or for any municipal government or corporation within the State, or for any charitable purpose, or to or from fairs and expositions for exhibition thereat (or stock for breeding purposes), or to the issuance of mileage, excursion or commutation passenger tickets, at rates made equal to all, or to transportation to stock shippers with cars, and nothing in the provisions of this act shall be construed to prevent common carriers, subject to the provisions of this act, from issuing passes for the free transportation of passengers or to ministers of religion, sisters of charity or to missionaries or to students of any college or university, or other institutions of learning of this State, or to children attending any of the educational or charitable institutions of the State, subject to the provisions of this act.

(b) The term "railroad" as used in this act shall include all bridges or ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract, agreement or lease: and the term "transportation" shall include all instrumentalities of shipment or carriage.

SEC. 2. (a) That all charges made by any common carrier, subject to the provisions of this act, for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in connection therewith, or for the receiving, delivering, storage or handling of such property, shall be equal and reasonable; and every unequal and unreasonable charge for such service is prohibited and declared to be unlawful; *Provided*, That one carload of freight of any kind or class shall be transported at as low a rate per ton, and per ton per mile, as any greater number of carloads of the same kind and class from and to the same points of origination or destination.

(b) It shall be unlawful for any common carrier, subject to the provisions of this act, to make or give any unequal or unreasonable preference or advantage to any particular person, company, firm, corporation or locality or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic to any unequal or unreasonable prejudice or disadvantage in any respect whatsoever.

SEC. 3. (a) That all common carriers, subject to the provisions of this act, shall, according to their respective powers, provide, at the point of connection, crossing or intersection, ample facilities for transferring cars and for accommodating and transferring passengers, and traffic of all kinds and classes, from their lines or tracks, to those of any other common carrier whose lines or tracks may connect with, cross or intersect their own, and shall afford all equal and reasonable facilities for the interchange of cars and traffic between their respective lines, and for the receiving, forwarding and delivering of passengers and property and cars to and from their several lines and those of other common carriers connected therewith, and shall not discriminate in their rates and charges between such connecting lines, or for freight coming over such lines; but this shall not be construed as requiring any common carrier to use for another common carrier its tracks, equipments or terminal facilities without reasonable compensation.

(b) That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any combination, contract or agreement, expressed or implied, to prevent, by change of time or schedule, or by carriage in different cars, or by any other means or device, the carriage of freight from being continuous from the place of shipment to the place of destination; and no break of bulk, stoppage or interruption made by such common carrier shall prevent the carriage of freight from being treated as one continuous carriage from the place of shipment to the place of destination, unless such break, stoppage or interruption was made in good faith for some necessary purpose and without any intent to avoid or unnecessarily interrupt such continuous carriage or to evade any of the provisions of this act.

(c) Every common carrier operating a railway in this State shall, without unreasonable delay, furnish, start and run cars for the transportation of persons and property, which, within a reasonable time theretofore, is offered for transportation at any of its stations on its line of road and at the junctions of other railroads, and at such stopping places as may be established for receiving and discharging passengers and freight; and shall take, receive, transport and discharge such passengers and property at, from and to such stations, junctions and places, on and from all trains advertised to stop at the same, for passengers and freight, respectfully, upon the due payment, or tender of payment, of tolls, freight or fare therefore, if such payment is demanded. Every such common carrier shall permit connections to be made and maintained in a reasonable manner with its side tracks to and from any warehouse, elevator or manufactory without reference to its size or capacity; *Provided*, That this shall not be construed so as to require any common carrier to construct or furnish any side tracks off from its own land; *Provided, further*, That where stations are fifteen miles or more apart, the common carrier, when required to do so by the Commissioners of Railroads, shall construct and maintain a side track for the use of shippers between such stations.

(d) Whenever any property is received by any common carrier subject to the provisions of this act, to be transported from one place to another within this State, it shall be lawful for such common carrier to limit in any way, except as stated in its classification schedule, hereinafter provided for, its common law liability with reference to such property while in its custody as a common carrier (as hereinbefore mentioned), such liability must include the absolute responsibility of the common carrier for the acts of its agents in relation to such property.

SEC. 4. That it shall be unlawful for any common carrier subject to the provisions of this act, to enter into any contract, agreement, or combination with any other common carrier or carriers for the division or pooling of business of different or competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof; and in case of an agreement for the pooling of their business aforesaid each day of its continuance shall be deemed a separate offense.

SEC. 5. That if any common carrier, subject to the provisions of this act, shall, directly or indirectly, by any special rate, rebate, drawback, or other device charge, demand, collect or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property subject to the provisions of this act, than it charges, demands, collects or receives from any other person or persons for doing for him or

them a like or contemporaneous service, in the transportation of passengers or property, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful.

SEC. 6. That it shall be unlawful for any common carrier, subject to the provisions of this act, to charge or receive any greater compensation for the transportation of passengers or of like kind or class and quantity of property for a shorter than for a longer distance over the same line, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier, subject to the provisions of this act, to charge or receive as great compensation for a shorter as for a longer distance; *Provided, however*, That upon application to the Commissioners of Railroads, such common carrier may, in special cases, after investigation by said Commissioners, be authorized to charge less for longer than for shorter distances, for the transportation of passengers or property; and the Commissioners may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act.

SEC. 7. (a) That it shall be unlawful for any common carrier, subject to the provisions of this act, to charge or receive any greater compensation per ton per mile for the contemporaneous transportation of the same class of freight for a longer than a shorter distance over the same line, in the same general direction, or from the same original point of departure, or to the same point of arrival; but this shall not be construed as authorizing any common carrier, subject to the provisions of this act, to charge as high a rate per ton per mile for a longer as for a shorter distance.

(b) The Railroad Commissioners shall on or before August 1st of each year adopt a system of uniform rules which they may change from time to time as found necessary, governing the distribution of cars to be loaded among applicants at stations and side-tracks on all railroads in this State, and they shall serve a copy of such rules upon all railroad superintendents in this State, which shall be sufficient notice to such railroad company, and said rules shall have all the force and effect of an order under the provisions of this act, and the disregard of the requirements or refusal to obey the requirements of such rules, shall subject and make liable said common carrier to the pains and penalties made and provided in such case. The Railroad Commissioners shall publish said rules in one newspaper in each county having a railroad station within its limits, as elsewhere provided in this act for the publication of rates, and shall also cause a copy of said rules to be posted in some public place at each station and side-track, for the information of shippers. If any railroad company shall refuse or neglect to furnish cars as provided in the rules aforesaid at any station or side-track, complaint having been made to the Railroad Commissioners or any one of them, it shall be their duty to immediately enquire into the cause of such delay in furnishing the cars demanded, and if they find just cause for complaint they are empowered and required to make such orders and rules as they may deem to be right and just to all parties concerned, the same to be enforced as other orders and rules are enforced under the provisions of this act; *Provided*, All railroad corporations, in case of a shortage of cars, shall be required to furnish at all times each branch or division of its road its just proportion of cars required for the transportation of freight, according to the amount offered for shipment on each branch or division.

(c) There shall in no case be more than one terminal charge for switching or transferring any car, whether the same is loaded or empty, within the limits of any one city or town. If it is necessary that any car pass over the tracks of more than one company, within such city or town limits, in order to reach its final destination, or to be returned therefrom to its owner or owners, then the company first switching or transferring such car shall be entitled to receive the entire charge to be made therefor, and shall be liable to the company or companies doing the subsequent switching or transferring thereof for its or their reasonable and equitable share of the compensation received, and if the companies so jointly interested therein cannot agree upon the share thereof which each is entitled to receive, the same shall be determined by the Commissioners of Railroads whose decision thereon shall be final and conclusive upon all parties inter-

ested, and the said commissioners are authorized to establish such rules and regulations in that behalf as to them may seem just and reasonable and not in conflict with this act.

SEC. 8. (a) That every common carrier, subject to the provisions of this act, shall within sixty (60) days after this act shall take effect, print and thereafter keep for public inspection, schedules showing the classification, rates, fares and charges for the transportation of passengers and property of all kinds and classes which such common carrier has established, and which are in force at the time, upon its railroad, as defined by the first section of this act. This schedule printed as aforesaid by such common carrier shall plainly state the places upon its railroad between which property and passengers will be carried, and shall contain "classification of freight" in force upon each of the lines of such railroad, a distance tariff, and a table of interstation distances, and shall also state separately the terminal charges, and any rules or regulations which in anywise change, affect or determine any part of the aggregate of such aforesaid rates, fares and charges. Such schedules shall be plainly printed in large type, and copies, for the use of the public, shall be kept in every depot or station upon any such railroad, in such places and in such form that they can be conveniently inspected.

(b) No change of classification shall be made, and no change shall be made in the rates, fares and charges, which have been established and published as aforesaid, by any common carrier, in compliance with the requirements of this section, without the order or by the authority of the Railroad Commissioners except after ten (10) days' public notice, which notice shall plainly state the changes proposed to be made in the schedules then in force, and the time when the changed schedules will go into effect, and the proposed changes will be shown by printing new schedules, or shall be plainly indicated upon the schedules in force at the time and kept for public inspection.

(c) And when any common carrier shall have established and published its classifications, rates, fares and charges in compliance with the provisions of this section, it shall be unlawful for such common carrier to charge, demand, collect or receive from any person or persons a greater or less compensation for the transportation of passengers or property or for any service in connection therewith, than is specified in such published schedule of classifications, rates, fares and charges as may at the time be in force.

(d) Every common carrier, subject to the provisions of this act, shall file with the Commissioners of Railroads copies of its schedules of classifications, rates, fares, and charges which have been established and published in compliance with the requirements of this section, and shall promptly notify said Commissioners of all changes proposed to be made in the same. Every such common carrier shall also file with said Commissioners copies of all contracts, agreements or arrangements with other common carriers in relation to any traffic affected by the provisions of this act, to which contracts, agreements or arrangements it may be a party. And in cases where passengers or freight pass over lines or routes operated by more than one common carrier, and the several common carriers operating such lines or routes, establish joint schedules of rates or fares, or charges or classifications, for such lines or routes, copies of such joint schedules shall also, in like manner be filed with said Commissioners. Such joint schedules of rates, fares, charges and classifications, for such lines, so filled as aforesaid, shall also be made public by such common carriers in the same manner as hereinbefore provided for the publication of tariffs upon its own lines.

(e) That in case the Commissioners shall at any time find that any part of the tariff of rates, fares, charges or classifications so filed and published as hereinbefore provided, are in any respect unequal or unreasonable, they shall have the power and are hereby authorized and directed to compel any common carrier to change the same and adopt such rate, fare, charge or classification as said Commissioners shall declare to equal and reasonable. To which end the Commissioners shall, in writing, inform such common carrier, in what respect such tariff of rates, fares, charges or classifications are unequal or unreasonable, and shall recommend what tariff shall be substituted therefor.

(f) In case such common carrier shall neglect or refuse for ten (10) days after such notice to substitute such tariff of rates, fares and charges or classifica-

tions, or to adopt the same as recommended by the commission, it shall be the duty of said commission to immediately publish such tariff of rates, fares, charges or classifications as they have declared to be equal and reasonable in one or more newspapers published in the county or counties through or into which the road or lines may run, upon which the charges so recommended by the commission are to take effect. The newspapers in which such publication shall be made (subject to the above condition, that they shall be published in the county or counties through or into which such road or line of road may run) and the duration of time which such notice shall be published shall be in discretion of the commissioners; but the tariff of rates, fares, charges or classifications recommended by the commission shall be in full force and effect from and after the expiration of ten days from the service upon each such common carrier of the notice in writing required by Subdivision "e" of this section without regard to the publication authorized by this "f" Subdivision; and after the expiration of ten days from the service of such notice in writing upon such common carrier it shall be unlawful for such common carrier to charge a higher or lower rate, fare, charge or classification than that fixed by said commission.

(g) If any common carrier, subject to the provisions of this act, shall neglect or refuse to publish or file its schedule of classifications, rates, fares or charges, or any part thereof as provided in this section, or if any common carrier shall refuse or neglect to carry out such recommendation made and published by such commissioners, such common carrier shall be subject to a writ of mandamus, to be issued by any judge of the Supreme Court, or of any of the district courts of this State upon application of the Commissioners to compel compliance with requirements of this section, and with the recommendation of the commissioners and failure to comply with the requirements of the writ of mandamus shall be punishable as and for contempt, and the Commissioners, as complainants, may also apply to any such judge for a writ of injunction against such common carrier from receiving or transporting property or passengers within this State until such common carrier shall have complied with the requirements of this section and the recommendations of said Commissioners, and for any willful violation or failure to comply with such requirements or such recommendations of said Commissioners, the court may award such costs, including counsel fees, by way of penalty, on the return of said writs and after due deliberation thereon, as may be just.

(h) Any common carrier subject to the provisions of this act, may appeal to any district court of this State from any order made by said Commissioners regulating or fixing its tariff of rates, fares, charges or classifications, or from any other order made by said Commissioners under the provisions of this act, by serving a notice in writing upon the secretary of said Commissioners, or any one of said Commissioners within sixty (60) days after such common carrier shall have received written notice from said Commissioners of the making of such order. If the order appealed from does not regulate or fix the common carrier's tariff of rates, fares or charges, the district court to which the appeal is taken may in its discretion suspend the operation and effect of the order appealed from, pending such appeal. The district courts of this State shall be deemed to be always in session for the purpose of hearing and determining all appeals taken under the provisions of this act. The common carrier taking such appeal may bring the same on for hearing and determination at any time after taking such appeal, upon serving a notice to that effect upon any one of the Commissioners or upon their secretary at least sixty days prior to the day set for such hearing. The district court shall, upon the hearing of such appeal, receive and consider such evidence as may be adduced by either party, and shall rescind, modify or alter said order appealed from in such manner as may be equitable and just. Either party may appeal from the decision of the district court to the Supreme Court of this State by serving a notice of such appeal upon the opposite party. For the purpose of hearing such appeals, the Supreme Court shall always be in session, and appeals to it may be heard summarily by either party's serving upon the other a notice of hearing, at least fifteen days before the day fixed for such hearing. When evidence has been taken before the district court, such evidence may be signed by the judges of said district court, the party presenting such evidence to said judges for

signature, giving the other party five days' notice of the time and place of such presentation. The evidence signed as aforesaid, shall become part of the record in the case, and upon an appeal to the Supreme Court being taken as hereinbefore mentioned, shall be transmitted by the clerk of the district court to the Supreme Court, together with all records and files in the case. The Supreme Court may reverse, affirm or modify the decision of the district court as may seem equitable and just.

SEC. 9. The Attorney General of the State of North Dakota shall be *ex-officio* attorney for the Commissioners of Railroads and shall give them such counsel and advice as they may from time to time require; and he shall institute and prosecute any [and] all suits which said Commissioners of Railroads may deem it proper and expedient to prosecute, and he shall render such Commissioners of Railroads all counsel, advice and assistance necessary to carry out the provisions of this act, or of any law of this State, according to the true intent and meaning thereof. It shall likewise be the duty of the district attorney of any county in which suit is instituted or prosecuted, to aid in the prosecution of the same to a final issue upon the request of such Commissioners. Said Commissioners are hereby authorized at the request of the Attorney General to employ such additional legal counsel as he may think proper, to assist in the prosecution of any suit they may determine to bring under the provisions of this act, or of any law of this State.

SEC. 10. (a) That the Commissioners of Railroads shall have authority to inquire into the management of the business of all common carriers, subject to the provisions of this act, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from such common carriers full and complete information, necessary to enable the Commissioners to perform the duties and carry out the objects for which they were created; in order to enable said Commissioners efficiently to perform their duties under this act, it is hereby made their duty to cause one of their number to visit the various stations on the lines of each railroad as often as practicable, after giving twenty (20) days' notice of such visit and the time and place thereof in the local newspapers, and at least once in twelve (12) months to visit each county in the State in which is or shall be located a railroad station and personally inquire into the management of such railroad business, and for this purpose all railroad companies and common carriers, and their officers and employes, are required to aid and furnish each of the Commissioners with reasonable and proper facilities and each or all of the said Commissioners shall have the right, in his or their official capacity, [to] pass free on any railroad trains on all railroads in this State, and to enter and remain in at all suitable times, any and all cars, offices or depots on or upon the railroads of any railroad company in this State, in the performance of official duties; and whenever, in the judgment of the Commissioners, it shall appear that any common carrier fails in any respect or particular to comply with the laws of this State, or whenever in their judgment any repairs are necessary upon its railroad, or any addition to or change of its stations or station house is necessary, or any change in the mode of operating its road or conducting its business is reasonable or expedient in order to promote the security, convenience and accommodation of the public, said Commissioners shall inform such railroad company by a notice thereof in writing, to be served as a summons in civil actions is required to be served by the statutes of this State in actions against corporations, when certified by the clerk or secretary of the Railroad Commissioners; and if such common carrier shall neglect or refuse to comply with such order, then the Commissioners may, in their discretion, cause suits or proceedings to be instituted to enforce its orders as provided in this act.

SEC. 11. (a) That in case any common carrier, subject to the provisions of this act, shall do, cause to be done, or permit to be done, any act or thing in this act prohibited, or declared to be unlawful, or shall omit to do any act, matter or thing in this act required to be done, such common carrier shall be liable to the person or persons, party or parties injured thereby, for the full amount of damages sustained in consequence of any such violations of the provisions of this act, together with a reasonable counsel or attorney's fees to be fixed by the court in every case of recovery, which attorney's fees shall be taxed and collected as part of the costs in the case.

(b) That any person or persons, party or parties claiming to be damaged by the action or non-action of any common carrier, subject to the provisions of this act, may either make complaint to the commissioners, as hereinbefore provided for, or may bring suit in his or their own behalf for the recovery of the damages for which such common carriers may be liable under the provisions of this act, in any district court in the State, of competent jurisdiction; but such person or persons shall not have the right to pursue both of said remedies at the same time.

(c) In any such action brought for the recovery of damages the court before which the same shall be pending may compel any director, officer, receiver, trustee or agent of any corporation or company, defendant in such suit, to attend, appear and testify in such case, and may compel the production of the books and papers of such corporation or company party to any such suit; the claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying, but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

SEC. 12. That any common carrier, subject to the provisions of this act, or whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent or person acting for or employed by such corporation, who alone or with any other corporation, company, person or party, shall willfully do or cause to be done, or shall willfully suffer or permit to be done, any act, matter or thing in this act prohibited or declared to be unlawful, or who shall aid or abet therein, or shall willfully omit or fail to do any act, matter or thing in this act required to be done, or shall cause or willfully suffer or permit any act, matter or thing so directed or required by this act to be done, not to be done, or shall aid or abet therein any such omission, or shall be guilty of any willful infraction of this act, or shall aid or abet therein, shall be deemed guilty of a violation of the provisions of this act, and shall, upon conviction thereof in any district court of the State within the jurisdiction of which such offense was committed, be subject to a penalty of not less than \$2,500 or more than \$5,000 for the first offense, and not less than \$5,000 or more than \$10,000 for each subsequent offense.

SEC. 13. (a) That any person, firm, corporation or association, or any mercantile, agricultural or manufacturing society, or any body politic or municipal organization, complaining of anything done or omitted to be done by any common carrier subject to the provisions of this act, in contravention of the provisions thereof, may apply to said Commissioners by petition, which shall briefly state the facts.

(b) Whereupon a statement of the charges thus made shall be forwarded by the Commissioners to such common carrier, who shall be called upon to satisfy the complaint, or to answer the same in writing within a reasonable time, to be specified by the Commissioners. If such common carrier within the time specified, shall make reparation for the injury alleged to have been done, said carrier shall be relieved of liability to the complaint only, for the particular violation of the law thus complained of. If such carrier shall not satisfy the complaint within the time specified, or there shall appear to be any reasonable ground for investigating said complaint, it shall be the duty of the Commissioners summarily to investigate the matter complained of, in such manner and by such means as it shall deem proper. No complaint shall at any time be dismissed because of absence of direct damages to complainant. And for the purposes of this act the Commissioners shall have power to require the attendance of witnesses and the production of all books, papers, contracts, agreements and documents relating to any matter under investigation, and, to that end, may invoke the aid of any of the courts of this State, in requiring the attendance of witnesses and the production of books, papers, and documents, under the provisions of this act.

(c) Any of the district courts of this State, with the jurisdiction of which such injury is carried on, shall, in case of contumacy or refusal to obey a subpoena issued by the Commissioners to any common carrier subject to the provisions of this act, or, when such common carrier is a corporation, to an officer or agent thereof, or to any person connected therewith, if proceedings are instituted in the name of such Commissioners as plaintiffs, issue an order requiring such common carrier, officer or agent, or person to show cause why such contumacy

or refusal should not be punished as and for contempt, and if upon the hearing the court finds that the injury is within the jurisdiction of the Commissioners, and that such contumacy or refusal is wilful and the same is persisted in, such contumacy or refusal shall be punished as though the same had taken place in an action pending in the district court for any judicial district in this State. The claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying; but such evidence or testimony shall not be used against such persons on the trial of any criminal proceedings.

SEC. 14. (a) Whenever an investigation shall be made by said Commissioners, it shall be its duty to make a report in writing in respect thereto, which shall include the findings of fact upon which the conclusions of the Commissioners are based, together with their recommendations as to what reparation, if any, should be made by the common carrier to party or parties who may be found to have been injured; and such findings so made shall thereafter, in all judicial proceedings, be deemed *prima facie* evidence as to each and every fact found. All reports of investigations made by the Commissioners shall be entered of record, and a copy thereof shall be furnished to the party who may have complained, and to any common carrier that may have been complained of, and the record thereof shall [be] public.

(b) If in any case in which an investigation shall be made by said Commissioners it shall be made to appear to the satisfaction of the Commissioners, either by testimony of witnesses or other evidence, that anything has been done or omitted to be done by any common carrier in violation of the provisions of this act or to any law cognizable by said commissioners, or that any injury or damages has been sustained by the party or parties complaining, or by other parties aggrieved in consequence of any such violation, it shall be the duty of the Commissioners to forthwith cause a copy of its report in respect thereto to be delivered to such common carrier, together with a notice to said common carrier to cease and desist from such violation and to make reparation for the injury so found to have been done within a brief and reasonable time, to be specified by the Commissioners; and if within the time specified it shall be made to appear to the Commissioners that such common carrier has ceased from such violation of law, and has made reparation for the injury found to have been done, in compliance with the report and notice of the Commissioners, or to the satisfaction of the party complaining, a statement to that effect shall be entered of record by the Commissioners, and the said common carrier shall thereupon be relieved from further liability or penalty for such particular violation of law.

(c) But if such common carrier shall neglect or refuse, within the time specified, to desist from such violation of law, and make reparation for the injury done in compliance with the notice and report of the Commissioners as aforesaid, it shall be the duty of the Commissioners to forthwith certify the fact of such neglect or refusal, and forward a copy of its report and such certificate to the Attorney General of the State for redress and punishment as hereinafter provided.

SEC. 15. (a) That it shall be the duty of the Attorney General to whom said Commissioners may forward their report and certificate, as provided in the next preceding section of this act, when it shall appear from such report that any injury or damages has been sustained by any party or parties by reason of such violation of law by such common carrier, to forthwith cause suit to be brought in the district court in the judicial district wherein such violation occurred, on behalf and in the name of the person or persons injured, against such common carrier, for the recovery of damages for such injury as may have been sustained by the injured party; and the cost and expenses of such prosecution shall be paid out of the appropriation hereinafter provided for the uses and purposes of this act.

(b) And the said court shall have power to hear and determine the matter on such short notice to the common carrier complained of as the court shall deem reasonable; and such notice shall be served on such common carrier, his or its officers, agents or servants, in such manner as the court shall direct; and said court shall proceed to hear and determine the matter speedily, and without the formal pleading and proceedings applicable to ordinary suits in equity; but in such

manner as to do justice in the premises, and to this end the court shall have power, if it thinks fit, to direct and prosecute in such mode and by such persons as it may appoint, all such inquiries as the court may think needful to enable it to form a just judgment in the matter of such petition. And on such hearing the report of said Commissioners shall be *prima facie* evidence of the matters therein stated.

(c) And if it be made to appear to such court, on such hearing or on report of any such person or persons that the lawful order or requirement of such Commissioners drawn in question has been violated or disobeyed, it shall be lawful for such court to issue a writ of injunction or other proper process, mandatory or otherwise, to restrain such common carrier from further continuing such violation or such disobedience of such order or requirement of said Commissioners, and enjoining obedience to the same; and in case of any disobedience of any such writ of injunction or proper process, mandatory or otherwise, it shall be lawful for such courts to issue writs of attachment, or any other process of said court incident or applicable to writs of injunction or other proper process, mandatory or otherwise, against such common carrier; and if a corporation, against one or more of the directors, officers or agents of the same, or against any owner, lessee, trustee, receiver or other person failing to obey such writ of injunction or other proper process, mandatory or otherwise; and said court may, if it shall think fit, make an order directing such common carrier or other person so disobeying such writ of injunction or other proper process, mandatory or otherwise, to pay such sum of money not exceeding [for] each carrier or person in default the sum of five hundred (500) dollars for every day after a day to be named in the order, that such carrier or other person shall fail to obey such injunction or other proper process, mandatory or otherwise; and such moneys shall be payable as the court shall direct, either to the party complaining or into court to abide the ultimate decision of the court; and payment thereof may, without prejudice to any other mode of recovering the same, be enforced by attachment or order in the nature of a writ of execution, in like manner as if the same had been recovered by a final decree in *personam* in such court. Either party to such proceeding before said court may appeal to the Supreme Court of the State, under the same regulations now provided by law in respect to security for such appeal; but such appeal shall not operate to stay or supersede the order of the court or the execution of any writ or process thereon, unless the court hearing or deciding such case should otherwise direct; and such court may, in every such matter, order the payment of such costs and counsel fees as shall be deemed reasonable.

(d) In case the Attorney General shall not within a period of ten (10) days after the making of any order by the Commissioners, commence judicial proceedings for the enforcement thereof, any railroad company, or other common carrier affected by such order, may at any time within the period of thirty (30) days after the service of it upon him or it of such order, and before commencement of proceedings, appeal therefrom to the district court of any judicial district through or into which his or its route may run, by the service of a written notice of such appeal upon some member of such Commissioners. And upon the taking of such appeal, and the filing of the notice thereof, with the proof of service, in the office of the clerk of such court, there shall be deemed to be pending in such court a civil action of the character and for the purpose mentioned in Sections eleven (11) and fifteen (15) of this act. Upon such appeal, and upon the hearing of and application for the enforcement of any such order made by the Commissioners or by the Attorney General, the court shall have jurisdiction to examine the whole matter in controversy, including matters of fact as well as questions of law, and to affirm, modify or rescind such order in whole or in part, as justice may require. No appeal as aforesaid shall stay or supersede the order appealed from and pending the final decision of all appeals to the courts the rates fixed shall remain in full force and effect.

SEC. 16. (a) That whenever facts, in any manner ascertained by said Commissioners, shall in their judgment warrant a prosecution, it shall be the duty of said Commissioners to immediately cause suit to be instituted and prosecuted against any common carrier who may violate any of the provisions of this act, or of any law of this State. All such prosecutions shall be in the name of the State

of North Dakota except as otherwise provided in this act, or in any law of this State, and may be instituted in any county in the State through or into which the line of any common carrier so sued may extend, and all penalties recovered under the provisions of this act, or of any law of this State, in any suit instituted in the name of the State, shall be immediately paid into the State Treasury by the sheriff or other officer or person collecting the same; and the same shall be by the State Treasurer placed to the credit of the general revenue fund.

(b) For the purpose of this act, except its penal provisions, the district courts and Supreme Court of the State shall be deemed to be always in open session.

SEC. 17. (a) That the Commissioners are hereby directed to require annual reports from all common carriers subject to the provisions of this act, to fix the time and prescribe the manner in which said reports shall be made, and to require from such carriers specific answers to all questions upon which the Commissioners may need information. Such annual reports shall show in detail the amount of capital stock issued, the amounts paid therefor, and the manner of payment for the same, the dividends paid, the surplus fund, if any, and the number of stockholders, the funded and floating debts and the interest paid thereon; the cost and value of the carrier's property, franchises and equipment, the number of employes and the salary paid each class, the amounts expended for improvements each year, how expended, and the character of such improvements; the earnings and receipts of each branch of business, and from all sources, the operating and other expenses; the balance of profit and loss; and complete exhibit of the financial operations of the carrier each year, including an annual balance sheet; also the total number of acres of land received as grants from the United States, the number of acres of said grants sold, and average price received per acre, the number of acres of grants unsold and the appraised value per acre. Such detailed reports shall also contain such information in relation to rates or regulations concerning fares or freights and agreements, arrangements or contracts with express companies, to telegraph companies, sleeping and dining car companies, fast freight lines, and other common carriers, as the Commissioners may require, with copies of such contracts, agreements or arrangements.

SEC. 18. (a) That such Commissioners shall, on or before the first day of December in each year, and oftener if required by the Governor to do so, make a report to the Governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the actual working of the system of railroad transportation in its bearings upon the business and prosperity of the people of this State, and such suggestions in relation thereto as to them may seem appropriate.

(b) They shall also, at such times as the Governor shall direct, examine any particular subject connected with the conditions and management of such railroads and report to him in writing their opinion thereon, with their reasons therefor. Said Commissioners shall also investigate and consider what, if any, amendment or revision of the railroad laws of this State, the best interests of the State demand, and they shall make a special biennial report on said subject to the Governor. All such reports made to the Governor shall be by him transmitted to the Legislature at the earliest practicable time.

(c) Nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies; *Provided*, That no pending litigation shall in any way be affected by this act. The decision of a majority of the Commission shall be considered the decision of the Board on all questions arising for its consideration. Witnesses summoned before the Commission shall be paid the same fees and mileage that are paid witnesses in the district court of the State. All expenses of the Commission in making an investigation or examinations in any other place than the city of Bismarck, shall be allowed and paid out of the State Treasury on the presentation of itemized vouchers therefor approved by the chairman of the Commission and the State Auditor.

SEC. 19. All acts and parts of [acts] conflicting with the provisions of this act are hereby repealed.

SEC. 20. An emergency existing, in the fact that there is no law in force which properly defines the duties and powers of the Board of Railroad Commis-

sioners, this act is intended to remedy that defect; this act shall take effect and be in force from and after its passage and approval.

Approved March 19, 1890.

CLASSIFICATION OF OPERATING EXPENSES

AS PRESCRIBED BY THE COMMISSIONERS OF RAILROADS OF
THE STATE OF NORTH DAKOTA.

NOTE.

To Carriers:

The distribution of operating expenses herein prescribed is substantially a re-issue of the classification as adopted by the convention of State Railroad Commissioners, held at Saratoga in June, 1879, with such modifications as are necessary to bring it into accord with the requirements of the form of report adopted by this Commission.

A general division is called for under the four headings, viz:

Maintenance of Way and Structures.

Maintenance of Equipment.

Conducting Transportation.

General Expenses.

The amounts of the separate items are to be apportioned as between passenger and freight traffic. All expenses which are naturally chargeable to either passenger or freight traffic should be entered in their respective columns in the report; expenses which are not naturally chargeable to either traffic should be apportioned on a mileage basis, making the division as between passenger and freight traffic in the proportion which the passenger and freight train mileage bears to the total mileage of trains earning revenue. This computation should be made from the data furnished under train mileage, on page 61 (or 63) of the report.

The expenses incurred in connection with mixed trains, not herein specifically provided for, will, for the present, be divided as one-fourth to passenger and three-fourths to freight.

When no specific account is provided for an expenditure, it should be entered under an analogous head.

The classification of expenses now prescribed will govern in the reports to this Commission, but railway companies may at their option increase the subdivision of expenses to any extent they desire; *Provided*, That such apportionment may at any time be accurately consolidated under the headings herein.

It is desired that the distribution of expenses here given will be closely observed by all roads in order that uniformity may be secured in this respect in the reports to be made to the Commission.

The few changes made in this issue of the "Classification" are as follows: "Mail Cranes" added on page 8, under "Repairs of Roadways;" "Docks," and "Wharves, etc.," struck from list on page 12, under "Repairs of Buildings;" and on page 26 the heading "Rents of Buildings, Tracks, Yards, and Terminals" now reads "Rents of Buildings and Other Property," the explanatory matter under the same being also re-written.

MAINTENANCE OF WAY AND STRUCTURES.

REPAIRS OF ROADWAY.

This account embraces all expenditures on account of the roadbed and track (including sidings) except cost of rails and ties; it includes track laid in buildings and upon turn tables, bridges and culverts, except cost of rails and ties; also cost of keeping tunnels in order, clearing the track of snow and ice, cutting and re-

moving weeds, brush, and grass from the company's right of way; wages of road masters, section foremen, track laborers, track watchmen, gravel pit men, gravel train engine men and train men, and men employed in operating steam shovels, scrapers, pile drivers, and ditchers while engaged in track renewals and repairs.

The inspection of rails and repairs of rails at the company's mills, including cutting, drilling, and slotting, and oil used in lubricating, is chargeable to this account.

This account includes material consumed in getting derailed or wrecked equipment on the track, or in removing same from the roadway and track, when not otherwise provided for herein.

It should also be charged with the cost of repairs of steam shovels, scrapers, pile drivers, and ditchers, *when used upon track work*, and of snow plows, when such plows are separate implements and not fixtures to locomotives, and oil, waste, and tallow used on track, except oil used in switch lamps, which should be charged to "Station Supplies."

It embraces cost of ballast of all kinds, and fixtures, tools, and other articles used in connection with the track, such as shovels, bolts, nuts, spikes, splices, frogs, guardrails, switch frames, switch stands and fixtures, spades, picks, scythes, grubbing hooks, whetstones, hoes, switch houses, handcar houses, section houses, watch houses used by track watchmen, handcars, dumpcars, and other tools of trackmen and gravel pit men; also lanterns, torpedoes, flags, brooms, matches, oil cans, stoves and stove fixtures, and other implements and supplies used in connection with the track, or in watch houses connected therewith, not provided for elsewhere herein, and breakwaters made to protect track.

When section houses are intended to be used for other purposes, such as storage of miscellaneous material, living houses for section men, or for handling traffic, the cost of repairs of same should be charged to "Repairs of Buildings."

When a track is taken up, the labor expended in taking up such track should be charged to this account, whether another track is laid to replace it or not.

The principal articles of material used in connection with the track, and chargeable to this account, may be specified as follows, viz.:

Axes,	Lining bars,	Switch rods,
Axe handles,	Lanterns,	Switch lamps,
Adzes,	Lantern fixtures,	Spikes (railroad),
Adze handles,	Levels,	Spikes (boat),
Angle bars,	Lumber,	Spikes (cut),
Augers,	Mail cranes,	Shovels,
Auger handles,	Monkey wrenches,	Stone drills,
Ballast,	Mile posts,	Straightening machines,
Bumper posts,	Nails,	Spot boards,
Brooms,	Nail hammers,	Sledges,
Braces and bits,	Nippers,	Sledge hammers,
Brush scythes,	Nut locks,	Staples,
Brush hooks,	Nuts,	Spike mauls,
Gant hooks,	Oil (lamp),	Spike-maul handles,
Chairs (switch),	Oil (kerosene),	Stone hammers,
Chairs (step),	Oil (car),	Stone-hammer handles,
Chairs (common),	Oil cans,	Scythes,
Chains,	Pike poles,	Snaths,
Crow bars,	Picks,	Scoop shovels,
Claw bars,	Pick handles,	Switch houses,
Crosscut saws,	Punches,	Tamping bars,
Coldchisels,	Padlocks,	Track jacks,
Cable wire,	Plows,	Track gauges,
Curbing hooks,	Pinch bars,	Track levels,
Dippers,	Planks,	Track flags,
Drills,	Rope,	Track scales,
Drawing knives,	Ratchet drills,	Tape lines,
Dump cars,	Raising bars,	Tongs,
Fish plates,	Riprap,	Torpedoes used by track

Fish plate bolts,	Section houses (when not	repairers,
Frogs,	used as living houses or	Tool boxes,
Grindstones,	for storage of miscel-	Tool houses,
Grindstone frames,	laneous supplies),	Timber,
Gravel,	Stoves,	Vises,
Hand cars,	Stove fixtures,	Wheelbarrows,
Hand trucks,	Squares,	Wrenches,
Hand axes,	Stone,	Water kegs,
Hatchets,	Stone barrows,	Water pails,
Hand saws,	Switch ropes,	Water barrels,
Hammers,	Switch locks and keys,	Wire,
Hammer handles,	Switch frames,	Whistle posts,
Hand-car wheels,	Switch fixtures,	Whistle boards,
Hand-car brasses,	Switch levers,	Washer iron, etc.
Jack levers,		

RENEWALS OF RAILS.

This account includes the cost of new, usable, and re-rolled rails, actually laid in track, on bridges, turn tables, or in buildings, including the cost of transportation to point of delivery on the line of the company laying the same, less the value of the old rails taken up. It does not, however, include labor expended in inspecting, loading, unloading, or laying rails, repairing at the company's rail mills, cutting, drilling, slotting, etc., nor cost of removing the old metal taken from the track; these various items of expense being chargeable to "Repairs of Roadway."

RENEWALS OF TIES.

This account includes charges for new ties laid in track, on bridges, turn-tables, or in buildings, including cost of transportation to point of delivery on the line of the company laying the same. It does not, however, include labor expended in inspecting, loading, unloading, and laying ties, or cost of removing old ties taken up; these various items of expense being chargeable to "Repairs of Roadway."

REPAIRS OF BRIDGES AND CULVERTS.

This account includes all charges for and on account of repairs and renewals of bridges and culverts, including the substructure and superstructure, also cost of repairs and renewals of piers, abutments, etc., necessary to protect or strengthen bridges and culverts against ice, water, etc., and the cost of cleaning the channel under bridges and culverts.

This account embraces cost of filling trestles, wages of bridge watchmen and bridge tenders, repairs of bridges watch-houses and supplies and implements appertaining thereto, not otherwise provided for herein, such as brooms, flags, lanterns, matches, oil, oil cans, pails, signal lamps, stoves, stove fixtures, tallow, waste, water barrels, and fuel consumed by stationary engines for draw-bridges.

When a locomotive or car has been derailed or wrecked upon a bridge or culvert, in consequence of any defect in said bridge or culvert, the cost of material used in putting the equipment back upon the track or in removing the same should be charged to this account.

The cost of removing old bridges, preparatory to the construction of new, is chargeable to this account.

Overhead bridges, roadways running under track, and viaducts are not included in this account, being chargeable to "Repairs of Fences, Road Crossings, Signs, and Cattle Guards."

No charge should be made to this account for the appurtenances belonging to the track, such as bolts, chairs, guard rails, rails, spikes, splices, and cross-ties, same being provided for elsewhere herein.

The following are the principal classes of structures coming under the head of this account, with the characteristics peculiar to each, viz:

IRON BRIDGE.—*Substructure.*—Excavations for foundations on hard pan, stone, piles or timber foundations, piers and wall plates. *Superstructure.*—Bottom

chord, floor beams, lateral rods and pins, posts, painting, suspension bars, stringers, and top chord.

WOOD BRIDGE.—(Howe truss and combination.)—*Substructure.*—Bolsters, caps, foundation, mud sills, piles, posts, sills, sway-brace, bolts and washers, wall plates. *Superstructure.*—Angle blocks, bottom chord, chord bolts and washers, clamps and keys, floor beams, lateral blocks, lateral braces, top chord, truss rods, tie plates, stringers, vertical braces and vibration braces.

WOOD BRIDGE.—Trestle or Pile.—Caps, mud-sills, piles, posts, sills, stringers, stringer bolts and washers, sway-braces, sway-brace bolts and washers.

STONE-ARCH CULVERT.—Arch, bench walls, excavation for foundations on hard pan, piles or timber foundations, filling paving, spandrel walls and wings.

OPEN CULVERT.—Covering plank and stone or timber sides.

The following is a classification of the more important articles of materials used in bridges and culverts, viz:

Bolts,	Iron rods,	Pine timber,
Boat Spikes,	Iron hangers,	Piles,
Brick,	Iron braces,	Paints,
Common pine,	Iron thimbles,	Riprap,
Castings,	Lime,	Round iron,
Cement,	Lag screws,	Rubble-tone,
Cut spikes,	Lumber,	Sand,
Cut stone,	Nowray pine,	Square iron,
Cables (iron and hemp),	Nails,	Square nuts,
Dimension stone,	Oak plank,	Wrought washers,
Dowels,	Oak timber,	Wood screws, etc.
Hexagon nuts,	Pine sills,	
Half-round iron,	Pine plank,	

REPAIRS OF FENCES, ROAD CROSSINGS, SIGNS, AND CATTLE GUARDS.

This account embraces charges for the repairs and renewals of fences of every description, except stock-yard and fuel-yard fences. It includes snow fences, shop and yard fences, hedges, fence trees, street and road crossings, overhead bridges, roadways running under track, viaducts, signs and gates at crossings, cattle guards, wages of flagmen at crossings, watch houses used by flagmen at crossings, street repairs for which the company may be assessed or become responsible, and tools used by employees in making these repairs and renewals.

REPAIRS OF BUILDINGS.

This account includes the cost of repairs and renewal of buildings of every class not otherwise provided for herein.

Watch houses on bridges, watch houses on track, watch houses for flagmen at crossings and hand-car houses are not chargeable to this account. Section houses are not chargeable to this account, except as provided for elsewhere herein.

This account includes the cost of excavation, foundations, drainage, water, gas and sewer pipes and stationary fixtures appertaining thereto, walls, chimneys, roofs, cornices, floors, partitions, shelving, stairs, vaults, windows, window fixtures, doors, door fixtures, baseboards, lathing, plastering, wainscoating, painting, glazing, whitewashing, steam-heating apparatus and fixtures, electric light apparatus and fixtures, grading and putting grounds in order.

The cost of removing old buildings, preparatory to the construction of new, is chargeable to this account.

Renewals and repairs of furniture and fixtures used in buildings included under this head, not otherwise provided for herein, should be charged to this account. Some of the more important of these items may be classified as follows, viz:

Ash pans	Fire shovels	Scales
Awnings	Freight trucks	Scoops
Axes	Gas fixtures	Settees
Baggage trucks	Hammers	Shovels

Carpets	Hatchets	Signs at stations
Chairs	Hat racks	Sledges
Chair cushions	Ice boxes	Spades
Check boxes	Keys	Sprinkling-cans
Clocks	Lamps	Stationary engines
Coal boxes	Lamp fittings	Stools
Coal hods	Letter boxes	Stoves
Cold chisels	Locks	Stove furniture
Copying-presses	Looking-glasses	Switch chains and ropes
Counters	Mats	Tables
Counter scales	Matting	Ticket cases
Cups	Measures	Ticket stamps
Cupboard catches	Office railings	Warehouse trucks
Curtains	Pails	Wash basins
Cuspidores	Pigeon-hole cases	Water barrels
Date stamps (office)	Pokers	Water cans
Desks	Racks	Water coolers
Dippers	Reflectors	Water pails
Drinking-cups	Safes	Wheelbarrows
Fire buckets	Saws	Wrenches, etc.

[NOTE.—The articles coming under the head of this account must not be confounded with those embraced in "Station Supplies.]"

Renewals and repairs of tracks laid in buildings or upon turn-tables are chargeable to "Repairs of Roadway," "Renewal of Rails," or "Renewal of Ties," as the case may be.

The class of structures coming under the head of buildings may be enumerated as follows, viz:

Baggage rooms	General offices,	Shop offices,
Blacksmith shops	Grain-houses,	Sidewalks,
Boiler shops	Ice-houses,	Stables,
Breakwaters made to protect buildings,	Machine shops,	Stationary-engine houses,
Bridge-builders' shops,	Offices,	Stock-yards,
Car shops,	Oil-houses,	Store-houses,
Carpenter shops,	Oil-tanks,	Section houses (when used as living houses, or for storage of miscellaneous supplies,)
Car-repair shops,	Outhouses,	Semaphores,
Cooper shops,	Paint shops,	Permanent signals,
Depots,	Passenger waiting rooms,	Telegraph offices,
Dry-houses,	Pattern rooms,	Ticket offices,
Eating-houses,	Pattern shops,	Tin-shops,
Elevators,	Platforms,	Tool rooms,
Engine-houses,	Rail-mills,	Turn-tables,
Engine-rooms,	Residences,	Warehouses,
Express buildings,	Round-houses,	Water-closets and fixtures,
Foundries,	Sand-houses,	Water stations.
Freight-houses,	Scrap-houses,	
Fuel-houses,	Shop and station grounds and yards (draining, filling, etc.)	

The following items should be charged as part of the cost of repairs to such buildings as are used for water stations, viz:

Houses for pumping-engines, houses for watchmen, pumping-engines, pumps, pump fixtures, pen-stocks, tanks, tubs, wells, etc., including other articles of machinery necessary to such buildings, and cost of renewing wells and keeping them in order.

The following articles should be charged as part of the cost of repairs to such buildings as are used for fuel houses or sheds, viz.:

Coal-bins, coal-buckets, cranes, derricks, chutes, screens for screening coal, fuel yard fences, wood racks, etc., including other tools and articles of machinery necessary to the buildings.

REPAIRS OF DOCKS AND WHARVES.

This account is to embrace the full cost of all repairs and maintenance of docks and wharves, consisting of labor, materials, and tools, expended in connection therewith.

REPAIRS OF TELEGRAPH.

This account embraces cost of maintaining and repairing the telegraph and telephone lines owned by the company, or for which it is responsible, including poles, wires, insulators, instruments, batteries, chemicals and cups, also wages of employees engaged in keeping the lines in working condition.

OTHER EXPENSES.

All expenses in connection with the maintenance of way and structures not otherwise specifically provided for should be given under this head. As far as possible all such expenses should be classed with analogous articles.

MAINTENANCE OF EQUIPMENT.

REPAIRS AND RENEWALS OF LOCOMOTIVES—REPAIRS AND RENEWALS OF PASSENGER LOCOMOTIVES.

This account includes the renewals and repairs necessary to keep passenger locomotives, tenders and snow-plows (when the latter are attached to locomotives and not separate implements) in as good order as when first built; also tools, furniture, and other articles required for actual service, such as axes, hammers, hatchets, sledges, shovels, switch-ropes, jack-screws, frogs, wrenches, packing-hooks, files, crow-bars, chisels, oil-cans, lamps, lanterns, clocks, cushions, flags, etc.

This account also includes the cost of passenger locomotives, tenders, snow plows, and appurtenances thereunto belonging, built or purchased to make good the original number charged to construction, including furniture, tools, and fixtures used on such locomotives, tenders and snow plows. If a passenger locomotive is destroyed, worn out or lost, the cost of the locomotive taking its place should be charged to this account.

It embraces locomotives engaged exclusively in hauling and switching passenger trains, and 25 per cent. of locomotives engaged in hauling mixed passenger and freight trains.

The wages of pattern makers, while engaged in making patterns for passenger locomotives, should be charged to this account.

REPAIRS AND RENEWALS OF FREIGHT LOCOMOTIVES.

This account includes the renewals and repairs necessary to keep freight locomotives, tenders and snow plows (when the latter are attached to locomotives and not separate implements) in as good order as when first built; also tools, furniture and other articles required for actual service, such as axes, hammers, hatchets, sledges, shovels, switch ropes, jack-screws, frogs, wrenches, packing hooks, files, crowbars, chisels, oil cans, lamps, lanterns, clocks, cushions, flags, etc.

This account also includes the cost of freight locomotives, tenders, snow plows and appurtenances thereunto belonging, built or purchased to make good the original number charged to construction, including furniture, tools and fixtures used on such locomotives, tenders and snow plows. If a freight locomotive is destroyed, worn out or lost, the cost of the locomotive taking its place should be charged to this account.

It embraces locomotives engaged exclusively in hauling and switching freight trains, 75 per cent. of locomotives engaged in hauling mixed freight and passenger trains, and locomotives engaged in ballasting, construction work, or any other service except hauling passenger trains.

The wages of pattern makers, while engaged in making patterns for freight locomotives, should be charged to this account.

The following are the principal items of material entering into the cost of keeping locomotives in repair, viz.:

Air brakes,	Counter balances,	Eccentric rods,
Air brake fixtures,	Crank pins,	Eccentric straps,
Arch pipes,	Cross heads,	Equalizing levers,
Ash pans,	Cross-head pins,	Equalizing springs,
Ash pan rods,	Crown sheets,	Exhaust pipes,
Bells,	Crown bars,	Expansion clamps,
Bell bases,	Crown-bar braces,	Extension front ends,
Bell yokes,	Cylinders,	Flag staffs,
Bell cords,	Cylinder heads,	Foot boards,
Bell cord hangers,	Cylinder casings,	Feed pipes,
Blow-off cocks,	Cylinder cocks,	Feed-pipe hangers,
Blower pipes,	Cylinder-cock rods,	Feed-pipe cocks,
Blower cocks,	Cylinder rings,	Feed-pipe shaft,
Boilers,	Chafe irons,	Feed-pipe hose,
Bumpers,	Coupling bars,	Fire boxes,
Bumper blocks,	Coupling pins,	Fire-box doors,
Bumper sheets,	Dampers,	Fire-box grates,
Brooms,	Damper handles,	Fire brick,
Brasses,	Domes,	Frames,
Brakes,	Dome covers,	Frame braces,
Brake shoes,	Dome casings,	Front ends,
Branch pipes,	Drag irons,	Front-end doors,
Cabs,	Drag pins,	Front-end rings,
Cab brackets,	Draw bars,	Front-end timber,
Cab fronts,	Draw-bar castings,	Flue sheets,
Cab angle-irons,	Decks,	Flues,
Cab handles,	Driving wheels,	Gaskets,
Cab cushions,	Driving axles,	Gauge cocks,
Cab curtains,	Driving boxes,	Gibs,
Center castings,	Driving-box brasses,	Glands,
Center pins,	Driving-box cellars,	Glass gauges,
Check chambers,	Driving-box wedges,	Goose necks,
Check valves,	Dry pipes,	Guide bars,
Check casings,	Eccentrics,	Guide yokes,
Guide blocks,	Pump barrels,	Smoke stack bases,
Guide braces,	Pump chambers (top),	Smoke stack cones,
Grate shakers,	Pump chambers (bottom),	Steam guages,
Grade bars,	Pump cages,	Stay bolts,
Gongs,	Pump valves,	Springs,
Hand-pole plates,	Pump plungers,	Spring balances,
Hand rails,	Petticoats,	Spring hangers,
Hand rail pedestals,	Petticoat pipes,	Spring saddles,
Headlights,	Quadrants,	Steam chests,
Headlight brackets,	Quadrant stands,	Steam chest casings,
Headlight pedestals,	Reach rods,	Steam chest covers,
Headlight fixtures,	Reverse levers,	Stop cocks,
Heater cocks,	Reverse latches,	Stuffing boxes,
Heater pipes,	Rivits,	Swing bolsters,
Hose,	Rocker arms,	Safety beams and castings,
Hose jackets,	Rocker boxes,	Tee heads,
Injectors,	Running boards,	Throttle levers,
Injector nozzels,	Running-board braces,	Throttle valves,
Jacket bands,	Rods (main),	Throttle pipes,
Jacket lagging,	Rods (connecting),	Tumbling shafts,
King pins,	Rod brasses,	Tires,
Lubricators,	Rod straps,	Trucks,
Lazy cocks,	Rod keys,	Truck boxes,
Links,	Safety chains,	Truck jaws,
Link blocks,	Safety hooks,	Truck cellars,
Link lifters,	Safety valves,	Truck brasses,
Oil can stands,	Safety levers,	Truck braces,

Oil pipes	Sand boxes,	Truck wheels,
Oil cups	Sand box bases,	Truck axles,
Oil house cups and brasses	Sand box casings,	Tenders,
Oak packing	Sand box covers,	Tender wheels and axles.
Packing rings	Sand box rods,	Tender frames,
Paint oil and varnish.	Sand box pipes,	Tender brake shoes,
Pet-cocks,	Slide valves,	Tender brake hangers,
Pet-cock rods,	Slide valve yokes,	Tender brake hanger boxes,
Pilots,	Slide valve rods,	Tender brake wheels,
Pilot-draw castings,	Slide valve rod brasses,	Tender cocks and rods,
Pilot braces,	Slide valve rod straps,	Wheel guards,
Piston heads,	Smoke arches,	Whistles,
Piston-follower heads,	Smoke arch rings,	Wire netting,
Piston rods,	Smoke arch braces,	Water gauge cocks, etc.
Piston packing pumps,	Smoke stacks,	

[NOTE: The object of keeping the expenses of passenger and freight locomotives separately is to ascertain the relative cost per mile run for each kind of service. This object cannot be literally secured, but a close estimate may be obtained if accountants and others will keep in mind the purpose of the distribution. It is assumed that there is a natural division of the service between passenger and freight locomotives. As a matter of fact, however, passenger locomotives are sometimes used to haul freight trains, and *vice versa*. When this is only done occasionally, it need not be noticed in the accounts; but when a locomotive is transferred from one kind of service to the other for a considerable period, the wear and tear growing out of such transfer should be charged where it belongs. It is probably true, as a rule, that transfers between the service will very nearly balance each other; but when there is a preponderance either way it should be remembered in distributing the cost of keeping the machines in order, otherwise the object of the distribution, namely, to ascertain the estimated cost per mile run by passenger and freight locomotives respectively, will not be attained.]

REPAIRS AND RENEWALS OF PASSENGER CARS.

This account embraces the cost of repairs and renewals of passenger cars. It includes wood-work, wheels, axles, brasses, air and steam heating apparatus, coach cushions, oil boxes, links, pins, brakes, brake fixtures, windows, window fixtures and other expenditures of a like nature; also proportionate cost of tools used by car repairers at repair stations on line of road for making light repairs, such as jack screws, sledges, wrenches, etc.; it also includes the labor performed in repairing, rebuilding and inspecting this class of cars; but it does not include the expense of cleaning, lubricating, lighting or heating the cars.

It embraces the total cost, including furniture and fixtures, of passenger cars built or purchased to make good the original number of cars charged to construction. If a passenger car is destroyed, worn out, or lost, the cost of the car taking its place should be charged to this account.

The cars coming under this head may be classified as follows, viz:

Baggage,	Mail,	Parlor (drawing-room).
Business,	Milk,	Pay,
Combination,	Officers',	Dining,
Directors',	Passenger (first class).	Sleeping,
Express,	Passenger (second class).	Smoking.
Emigrant,		

This account includes the cost of repairs and renewals of the loose or movable furniture and fixtures in the classes of cars referred to above, viz:

Ash pans,	Drinking cups,	Matting,
Bell cord,	Fire shovels,	Pokers,
Bell-cord hangers,	Ice boxes,	Racks,
Bulls'-eye lamps,	Keys,	Reflectors,
Canopies for lamps,	Lamps,	Side lamps,

Chairs,	Lamp boxes,	Shakers,
Chair cushions,	Lamp burners,	Stoves,
Check boxes,	Lamp chimneys,	Stove fixtures,
Coal boxes,	Lamp fillers,	Ventilator sticks,
Coal hods,	Lamp fixtures,	Wash basins,
Curtains,	Lamp globes,	Water barrels,
Cuspidores,	Lamp shears,	Water cans,
Dippers,	Mail-car lamps,	Water coolers, etc.

[The articles coming under the head of this account must not be confounded with those embraced in "All other train supplies."]

REPAIRS AND RENEWALS OF FREIGHT-CARS.

This account embraces the cost of repairs and renewals of freight-cars. It includes wood-work, wheels, axles, brasses, oil-boxes, links, pins, brakes, brake fixtures, windows of caboose-cars, and other expenditures of a like nature; also proportion of cost of tools used by car repairers at repair stations on line of road for making light repairs, such as jack-screws, sledges, wrenches, etc.; it also includes the labor performed in repairing, rebuilding and inspecting this class of cars, and the cost of repairing pile-drivers, excavators, and wrecking-cars, including machinery belonging to the same, not provided for elsewhere herein; but it does not include the expense of cleaning and lubricating the cars, nor sanding stock-cars.

It embraces the total cost, including furniture and fixtures, of freight and other cars, except those common to passenger trains, built or purchased to make good the original number of cars charged to construction. If a freight-car is destroyed, worn out, or lost, the cost of the car taking its place should be charged to this account.

The cars coming under this head may be classified as follows, viz.:

Boarding,	Flat,	Pile-driver,
Box,	Freight,	Platform,
Caboose,	Fruit,	Refrigerator,
Charcoal,	Mineral,	Stock,
Coal,	Oil,	Way,
Ditching,	Ore,	Wrecking,
Excavator,	Paint,	Horse-boxes.

This account includes cost of repairs and renewals of loose or movable furniture and fixtures belonging to caboose-cars, viz.:

Ash-pans,	Drinking cups,	Pails,
Bull's-eye lamps,	Fire shovels,	Pokers,
Canopies for lamps,	Keys,	Reflectors,
Caboose-car cushions,	Lamps,	Side lamps,
Chairs,	Lamp-boxes,	Shakers,
Chair cushions,	Lamp-burners,	Signs,
Check boxes,	Lamp-chimneys,	Stoves,
Coal boxes,	Lamp-fillers,	Stove fixtures,
Coal hods,	Lamp-fixtures,	Water barrels,
Curtains,	Lamp-globes,	Water cans,
Cuspidores,	Lamp-shears,	Water coolers, etc.
Dippers,	Matting,	

[The articles coming under the head of this account must not be confounded with those embraced in "all other train supplies."]

Hand-cars and dump-cars used by trackmen are chargeable to "Repairs of Roadway." Those used at shops, store houses, and fuel houses are chargeable to "Repairs of Buildings."

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REPAIRS AND RENEWALS OF FERRY-BOATS, TUGS, FLOATS AND BARGES.

This account should include all material and labor necessary to maintain the floating equipment in efficient working order. This account should not include wages or other expenses connected directly with conducting transportation.

SHOP, MACHINERY, TOOLS, ETC.

This account should embrace all expenses for the renewal, repairs, and maintenance of boilers, stationary engines, and machinery in car shops, locomotive shops, water stations, grain elevators, etc., and all tools and fixtures used in connection therewith. This account includes the cost of oil, waste, and tallow used in lubricating and cleaning tools and machinery of every description, unless otherwise provided for herein.

NOTE.—Small hand-tools used by mechanics and soon worn out should be charged to the account mostly benefited by their use. Also the renewal, repairs, and maintenance of steam shovels or excavators, wrecking cars, snow-plows (large, separate from locomotive), scrapers, ditchers, pile drivers, and other similar properties.

OTHER EXPENSES.

All expenses in connection with the maintenance of equipment which are not specifically provided for or can not be placed with analogous items, should be entered under this head.

CONDUCTING TRANSPORTATION.

WAGES OF ENGINEMEN, FIREMEN, AND ROUNDHOUSEMEN.

This account includes wages of engineers and firemen while engaged in running locomotives, except when otherwise directed herein.

Whenever mileage is included for the time run by dispatchers, or when wipers are engaged in firing, such time should be charged to this account.

The wages of engine-men of construction trains should not be charged here, but to the account for which the material hauled is used.

The wages of engine-men engaged in running working trains should be charged to the account mostly benefited thereby.

The wages of engine-men when employed in shops should be charged to the account upon which they are at work, the same as other mechanics. This account includes wages of employes engaged in wiping, firing-up, and dispatching locomotives.

FUEL FOR LOCOMOTIVES.

This account includes the cost of fuel consumed by locomotives and wages of employes engaged in supplying locomotives with fuel.

WATER SUPPLY FOR LOCOMOTIVES.

This account includes the cost of water furnished locomotives. When water used by locomotives is purchased of corporations or individuals, the cost thereof is chargeable under this head. It embraces the wages of employes engaged in supplying water; also cost of fuel, oil, and waste used by pumping engines, and the cost of horses and expenses incident to their use, when used at water stations. The expense of water used as a train supply, station supply, or for other purposes, should not be charged here.

It does not include the repairs of the buildings proper at water stations, or of stationary fixtures appertaining thereto, such as tanks, tubs, wells, etc.; such structures being included in "Repairs of Buildings."

ALL OTHER SUPPLIES FOR LOCOMOTIVES.

This account embraces the cost of oil, waste and tallow used in lubricating and cleaning locomotives, including oil used in headlights and other lights and signals, and for the steam and water-gauge lamps; also other supplies for locomotives not chargeable under "Repairs and Renewals of Locomotives."

WAGES OF OTHER TRAINMEN—PASSENGER.

This account should include salaries or wages of conductors, ticket collectors, baggagemen, brakemen, news agents, water carriers, and other passenger trainmen; also the wages of employes on dining and sleeping cars when such cars are operated by railroad companies. Twenty-five per cent. of the wages of conductors, brakemen, and other trainmen, when employed on mixed trains, should be charged to this account.

FREIGHT.

To include salaries and wages of conductors and brakemen. Seventy-five per cent. of the wages of conductors, brakemen, and other trainmen, when employed on mixed trains, should be charged in this account.

ALL OTHER TRAIN SUPPLIES—PASSENGER.

This account includes the cost of fuel used in heating passenger cars; also cost of oil, kerosene, candles, wicking, etc., used in lighting said cars, and oil and wicking for lanterns of passenger trainmen.

It also includes the cost of miscellaneous supplies furnished passenger cars, for the purpose of protection against accidents and fires, and for keeping them clean and in order; also tools and material used in lubricating passenger cars at stations and elsewhere. The supplies may be enumerated as follows, viz:

Axes,	Hatchets,	Sledges,
Brooms,	Jackscrews,	Soap,
Brushes,	Lanterns,	Stove blacking,
Conductors' punches,	Lantern fixtures,	Switch chains,
Chains,	Matches,	Switch ropes,
Cold chisels,	Oil,	Torpedoes,
Feather dusters,	Oil cans,	Tallow,
Fire buckets,	Packing hooks,	Tallow buckets,
Flags,	Pails,	Waste,
Frogs (for wrecking purposes),	Saws,	Waste buckets,
Hammers,	Scoops,	Wrenches, etc.
	Shovels,	

[NOTE: The articles embraced in this account must not be confounded with those coming under the head of "Repairs and Renewals of Passenger Cars."]

One-third of the cost of filling ice houses should be charged to this account.

When freight cars are fitted up temporarily for passenger service the expense should be charged to this account.

This account includes the cost of all dining and sleeping car supplies, when such cars are operated by railroad companies.

FREIGHT.

This account includes the cost of fuel and lights used in caboose or other cars incident to freight trains, and oil and wicking for lanterns of freight train men. It also includes the cost of miscellaneous supplies furnished to freight cars for the purpose of protection against accidents and fires, and for keeping the cars clean and in order, and tools and materials used in lubricating freight cars at stations and elsewhere. The supplies may be enumerated as follows, viz:

Axes,	Jackscrews used by train-	Shovels,
Brooms,	men,	Sledges,
Brushes,	Lanterns,	Soap,
Cold chisels,	Lantern fixtures,	Stove-blackening,
Fire buckets,	Matches,	Switch-chains,
Flags,	Oil,	Switch-ropes,
Frogs (for wrecking purposes),	Oil-cans,	Tallow,
Hammers,	Packing-hooks,	Tallow-buckets,
Hatchets,	Saws,	Torpedoes,
	Scoops,	Waste,

Implements required in heating freight cars.	Straw,	Water-buckets,
Ice for refrigerator cars,	Sawdust and sand for stock-cars,	Wrenches, etc.

[The articles embraced in this account must not be confounded with those coming under the head of "Repairs and renewals of Freight Cars."]

One-third of the cost of filling ice-houses should be charged to this account.

WAGES OF SWITCHMEN, FLAGMEN AND WATCHMEN.

This account includes the wages of yard switchmen, switch-tenders, bridge-tenders, bridge watchmen, other watchmen and detectives, station policemen, crossing gatekeepers, crossing flagmen, and track flagmen, when the labor of such men is performed in connection with conducting transportation, and is not a direct expense incurred under "Repairs of Roadway," "Repairs of Fences, Road-crossings, Signs, and Cattle-guards," "Repairs of Bridges and Culverts."

EXPENSE OF TELEGRAPH, INCLUDING TRAIN-DISPATCHERS AND OPERATORS.

This account includes rent paid for the use of telegraph and telephone lines, also salaries of train-dispatchers, telegraph operators and messengers.

When an employe connected with the telegraph service also acts as station agent, clerk, or in any other capacity, the proportion of his wages that should be charged to this account and the proportion that should be charged to other expense accounts should be determined by the superintendent of the division, in consultation with the superintendent of telegraph. The proportion, when once determined, should not be varied except for cause.

WAGES OF STATION AGENTS, CLERKS AND LABORERS.

This account includes salaries of assistant division superintendents, train masters, freight and ticket agents in charge of stations, depot masters, station passenger agents, general agents at local points, and other officials occupying analogous positions.

When an agent is also telegraph operator his wages will be distributed as directed under "Expense of Telegraph, including Train Dispatchers and Operators."

It also includes salaries of assistant agents, cashiers, and clerks at stations.

This account includes wages of unskilled laborers, viz:

Station baggage-men, yard-masters, callers, gatekeepers (not at crossings), janitors, porters, warehousemen, freight-house foremen, freight callers, tallymen, deliverymen, teamsters, messengers, scalemen, coopers at stations and shops, stationary-engine men of engines used for heating purposes; also employes engaged in carrying and weighing mails, in cleaning cars of every description, in placing derailed locomotives and cars on the track, and in handling baggage and mails, and freight disturbed by wrecks, together with the expense incident thereto. This account also includes wages of employes engaged in digging, loading and drying sand, inspecting smoke-stacks, cleaning and sweeping out round-houses, operating turn-tables, cleaning clinker-pits, and carrying out cinders, washing boilers, cleaning fire-boxes, and watching round-houses.

STATION SUPPLIES.

This account includes the cost of fuel used in freight and passenger offices and other station buildings, and in engine-houses not used as shops.

It includes the cost of gas, oil, kerosene, candles, wicking, supplies for electric lights, etc., used in lighting the buildings and offices of the class named above, and for supplies used in the lanterns of the employes immediately connected with them; also the supplies used for signals, switches, etc., at stations.

It also embraces such miscellaneous items and expenses at stations as are not otherwise provided for herein, viz:

Baggage-checks,	Hose,	Postal cards,
Boxes for shipping stationery,	Hose-couplings,	Rubber hose,
	Ice tongs,	Scrubbing-brushes,

Brooms,	Ice,	Shoeing horses,
Brushes,	Lamp-black,	Soap,
Carriages,	Lanterns,	Spikes,
Car-seals,	Lantern fittings,	Sponge,
Chalk,	Mail-bags,	Stove-blackng,
Care of horses used at	Marking-brushes,	Switching cars by horse-
stations,	Marking-pots,	power,
Counter-brushes,	Marline,	Tacks,
Drays,	Matches,	Torpedoes,
Feather dusters,	Nails,	Towels,
Files,	Newspapers,	Twine,
Flags,	Oil-cans,	Wagons,
Harness,	Packing boxes or chests,	Washing towels,
Horse feed,	Postage-stamps,	Waste, etc.
Horses,		

One-third of the cost of filling ice-houses should be charged to this account.

This account does not include fuel, lights and other supplies used at general offices, outside agencies, or at shops and store-houses, such expenses being otherwise provided for herein.

SWITCHING CHARGES—BALANCE.

This account should include all payments made at junction and other points where the yard or side-track service is hired at a daily, monthly, or yearly compensation, and for switching which the reporting company would itself naturally do is paid for to some other party upon any agreed basis of compensation. Switching upon terminal or junction roads or by bridge companies, where a given sum per car is charged in the way-bill and ultimately returned to the company performing the service, is to be treated as other back charges are treated and deducted in settlement with the company in question, and need not enter into this account.

CAR MILEAGE—BALANCE.

This account includes amounts due to and from other companies, firms or individuals for use of passenger or freight locomotives and passenger or freight cars.

LOSS AND DAMAGE.

This account includes charges for loss or damage of freight, parcels, express matter, baggage, and other property intrusted for transportation, including live-stock received for shipment, and all expenses directly incident thereto; it also includes the wages and expenses of employes engaged either as adjusters or otherwise, not elsewhere provided for herein.

This account includes charges for damages to or destruction of property other than that intrusted for transportation, whether occasioned by fire or otherwise, but not including the premium paid for insurance, which should be charged to "Insurance;"* or the legal expenses incurred in connection with the damages referred to, which are embraced under the head of "Legal Expenses."

It includes the charges for cattle and other live-stock killed or injured by locomotives or trains while crossing or trespassing on the right of way; also wages and expenses of employes engaged as witnesses.

This account does not include the cost of any property belonging to the company that may be damaged or destroyed by fire. When property of the company that is damaged or destroyed by fire is repaired or renewed, the cost thereof should be charged to the proper operating account, as the case may be.

Material in shops or stores, when destroyed by fire or otherwise, should be charged at once to the account or accounts to which it would have been charged

*Amounts collected from Insurance Companies for losses should be credited to the account to which the cost of replacing the property destroyed is chargeable.

in the regular course of business. When this can not be determined, the accounting officer will designate how the charge should be made.

Loss and damage should be apportioned as between freight and passenger, upon an equitable basis according to the facts.

INJURIES TO PERSONS.

This account embraces all charges on account of persons killed or injured. It includes compensation paid to injured persons, their guardians, heirs, relatives, and attorneys; fees and expenses of doctors, coroners, undertakers, witnesses and others (except lawyers' fees and court expenses); bills for board; wages and expenses of employes engaged as witnesses or otherwise; also wages and expenses of those occupied in connection with the adjustment of claims coming under this head.

Amounts paid as wages to injured or disabled persons when continued in the employ of the company, while their case is under advisement or otherwise, are chargeable to this account.

Injuries to persons should be apportioned to the train which occasioned the outlay—freight or passenger, as the fact was.

BARGES, FLOATS, TUGS, FERRY-BOATS, EXPENSES OF, INCLUDING WAGES, FUEL, AND SUPPLIES.

This account should embrace all expenditures incurred in the operation of the floating equipment, including wages, fuel, and supplies for boats of every character used in conducting transportation.

OTHER EXPENSES.

All items of expense pertaining to the conducting transportation which are not provided for or can not be placed with analogous items should be given under this head.

GENERAL EXPENSES.

SALARIES OF OFFICERS.

This account is to embrace the salaries of the general officers, including division superintendents.

SALARIES OF CLERKS.

This account includes salaries of clerks in general offices and salaries of all clerks which may not properly be placed under "Wages of Station Agents, Clerks, and Laborers."

GENERAL OFFICE EXPENSES AND SUPPLIES.

This account includes the cost of fuel and lights consumed at the general offices, and the expenses incident to the general offices not otherwise provided for herein. They may be classified as follows, viz.:

Care and cost of horses and carriages, cleaning offices, collection charges, expenses of pay and other business cars and lunch rooms, horse feed, hose and hose couplings, ice, ice tongs, lamp globes, lamp chimneys, lamp burners, lamp tubes, lamp shears and other fixtures, lamp black, matches, marine, marking pots, marking brushes, mail bags, nails, newspapers, postage stamps, postal cards, packing boxes, or chests, shoeing horses, soap, sponges, stove blacking, scrubbing brushes, towels, twine, waste, etc. (The articles coming under the head of this account must not be confounded with those embraced in "Repairs of Buildings.")

AGENCIES, INCLUDING SALARIES AND RENT.

This account embraces the salaries and expenses of those engaged exclusively in the procurement of competitive business, including traveling agents and solicitors; also of agencies located off the line of the company. It also in-

cludes rents, office expenses, and other disbursements of a similar nature on account of outside agencies.

Special agencies, and the expenses connected therewith, occupied in the procurement of competitive traffic, when not located on the immediate line of the road, are embraced in this account, although the agency may be situated in cities through which the line runs.

ADVERTISING.

This account includes the cost of advertising and expenses incidental thereto, excepting advertisements of dividends and directors' meetings. It also embraces the cost of bulletin boards, hand bills, folders, posters, dodgers, maps, cards, bulletins, and similar advertising matter, the frames, glasses, cords, etc., used in connection therewith, and all expenses incident to advertisements of the character named, including cost of distribution, postage, freight, etc.; also the wages of employes engaged in designing, packing and distributing advertising matter and posting bills.

COMMISSIONS.

The expense to be given under this head is the total amount paid in the form of commissions for services in respect to either freight or passenger business; the account is to be divided between those branches of traffic according to the fact; it should include all moneys paid, either to agents or other companies, or to other parties, whose compensation is measured by a percentage upon business obtained.

INSURANCE.

This account includes the cost of insuring property of the company, and property which is intrusted to it; also charges for insuring passengers and others against accident or death. It covers cost of collection and all other expenses incidental to insurance.

EXPENSE OF FAST FREIGHT LINES.

The amount of expense incurred from membership, of fast freight line or dispatch organizations, including the carrier's proportion of all salaries, rents, etc.

EXPENSE OF TRAFFIC ASSOCIATIONS.

The amount of expense incurred from membership of traffic associations of all descriptions, apportioned between passenger and freight.

EXPENSE OF STOCK YARDS AND ELEVATORS.

This account includes wages, supplies, and all other expenses incurred in the operation of stock yards or elevators.

Expenditures for maintenance should be included under "Repairs of Buildings."

RENTS OF BUILDINGS AND OTHER PROPERTY.

This account includes the rents paid for buildings and other property when such property is used directly in connection with the operations of the road, and should be returned against "Rentals not otherwise provided for." "*Rents for tracks, yards, and terminals*" are to be entered *separately* opposite this item in the form.

LEGAL EXPENSES.

This account includes the salaries and fees of solicitors and attorneys, and all legal and court expenses of every kind not otherwise provided for herein.

STATIONERY AND PRINTING.

This account includes the cost of all stationery, books, printed blanks, time tables, tariffs, and tickets, and other items naturally coming under this head, not

mentioned elsewhere herein. The principal articles may be enumerated as follows, viz.:

Arm rests,	Inkstands,	Pounce,
Books,	Letter paper,	Pins,
Blanks,	Legal cap paper,	Punches,
Blank books,	Mucilage,	Rubbers,
Blank paper,	Mucilage brushes,	Rubber bands,
Blank tablets,	Manifold paper,	Rubber stamps,
Blank cards,	Milk transportation tick-	Rulers,
Binders,	ets,	Ruling pens,
Blotters,	Note paper,	Sponges,
Blotting paper,	Notices,	Seals,
Carbon paper,	Oil paper,	Sealing wax.
Cards,	Orders,	Shears,
Card board,	Printed tablets,	Shipping tags,
Copying brushes,	Printed cards,	Scrap books,
Calendars,	Paper cutters,	Sponge cups,
Caligraphs,	Paper fasteners,	Statement paper,
Circulars,	Paper weights,	Shorthand books,
Copy (impression) books,	Papyrographs,	Tariffs,
Delivery tickets,	Pencils,	Time tables,
Envelopes,	Pencil erasers,	Tissue (impression) books.
Eyelets,	Pens,	Tissue (impression) paper.
Eyelet punches,	Pen holders,	Tape,
Erasers,	Pen racks,	Tickets,
Hetographs,	Paper clips,	Typewriters,
Indexes,	Paper files,	Waste baskets,
Invoice books,	Paper baskets,	Water holders,
Ink,	Passenger tickets,	Wrapping paper, etc.

OTHER GENERAL EXPENSES.

All general expenses, which may not be properly classed with any of the separate items given under "General Expenses," should be included in this account.

ANNUAL REPORT

OF THE

NORTHERN PACIFIC RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1890.

HISTORY.

Name of common carrier, Northern Pacific Railroad company.

Date of organization, September 25, 1875.

Chartered by act of Congress July 2, 1864.

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
Wm. L. Bull.....	New York.....	October, 1890
Chas. T. Barney.....	New York.....	October, 1890
C. B. Wright.....	Philadelphia.....	October, 1890
T. F. Oakes.....	New York.....	October, 1890
C. L. Colby.....	New York.....	October, 1890
Colgate Hoyt.....	New York.....	October, 1890
Henry Villard.....	New York.....	October, 1890
G. A. Morrison.....	New York.....	October, 1890
J. B. Haggin.....	New York.....	October, 1890
C. H. Leland.....	New York.....	October, 1890
Jas. B. Williams.....	New York.....	October, 1890
C. C. Beaman.....	New York.....	October, 1890
R. G. Rolston.....	New York.....	October, 1890

Total number of stockholders at date of last election, 4,029.

Date of last meeting of stockholders for election of directors, October, 1889.

Postoffice address of general office, Mills Building, New York.

Postoffice address of operating office, St. Paul Minn.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Henry Villard	 New York
President.....	T. F. Oakes	 New York
First Vice President.....	J. B. Williams	 New York
Second Vice President.....	C. H. Prescott	 Tacoma
Assistant Secretary.....	G. H. Earl.....	 New York
Treasurer	G. S. Baxter.....	 New York
General Solicitor.....	J. McNaught	 St. Paul
Counsel	J. C. Bullit, Jr.....	 St. Paul
General Auditor.....	J. A. Barker	 St. Paul
Assistant General Auditor.....	M. P. Martin.....	 St. Paul
General Manager.....	W. S. Mellen.....	 St. Paul
Chief Engineer.....	J. W. Kendrick	 St. Paul
General Superintendent.....	M. C. Kimberly.....	 St. Paul
Assistant General Superintendent	G. W. Dickinson	 Helena, Mont
Division Superintendent.....	A. J. McCabe.....	 Jamestown, N. D.
Division Superintendent.....	J. E. Phelan	 Dickinson, N. D.
Superintendent of Telegraph...	O. C. Greene.....	 St. Paul
General Traffic Manager.....	J. M. Hannaford.....	 St. Paul
General Freight Agent.....	L. L. Moore	 St. Paul
Assistant General Freight Agent	L. G. Fulton.....	 Portland, Ore
General Passenger Agent.....	C. S. Fee	 St. Paul
Asst. General Passenger Agent..	A. D. Charlton	 Portland, Ore
General Ticket Agent.....	C. S. Fee	 St. Paul, Minn
Assistant General Ticket Agent.	J. C. Pond	 St. Paul, Minn
General Baggage Agent.....	W. H. Lowe.....	 St. Paul, Minn
Superintendent of Express.....	H. H. Browning.....	 Chicago, Ill
Land Commissioner	C. B. Lamborn.....	 St. Paul

PROPERTY OPERATED.

[For roads making operating reports.]

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Railroad Line Represented by Capital Stock—Main Line:				
Northern Pacific railroad	Ashland	Wallula	1,789.10	
Northern Pacific railroad	Pasco	Tacoma	253.60	
Northern Pacific railroad	Tacoma	Portland	141.40	2,134.10
Branches and Spurs.				
Northern Pacific railroad	Allones Junction.	Duluth	7.70	
Northern Pacific railroad	Cokedale Junc...	Cokedale	3.60	
Northern Pacific railroad	Tacoma	Smelter	4.00	15.30
Proprietary Companies whose Entire Capital Stock is Owned by this Company:				
Clealum Railroad company	Clealum	Roslyn	3.44	
N. P., LaMoure & Mo. River railroad	LaMoure	Edgeley	21.30	
Spokane Falls & Idaho railroad	Hauser Junction .	Coeur d'Alene...	13.60	
N. P. & Cascade railroad	Cascade	Wilkeson & C'bn	10.40	
N. P. & Cascade railroad	Crocker	Douty	5.30	
N. P. & Cascade railroad	Palmer	Durham	2.90	
N. P. & Puget S. S. railroad...	Puyallup	Seattle	30.50	
S. E. Dakota railroad	Fairview	Great Bend	8.90	
Tacoma, O. & S. E. railroad...	Orting	Puyallup River..	7.60	
Rocky Fork & Cooke City railroad	Laurel	Red Lodge	46.75	
Dul., C. & N. railroad	Fertile	Crookston	22.80	
Jamestown & N. Ext. railroad.	Minnewaukan ..	Leeds	18.00	
N. P. & Manitoba railroad	International By.	Winnipeg	66.00	
N. P. & Manitoba railroad	Portage Junction.	Portage La Prai'e	52.50	
N. P. & Manitoba railroad	Morris	Brandon	145.70	
C. d'Alene R'y & Nav. Co.	Mission	Burke	38.44	494.13
Line Operated Under Contract, or Where the Rental is Contingent Upon Earnings or Other Considerations:				
James River Valley railroad	Jamestown	Oakes	64.20	
Little Falls & Dakota railroad.	Little Falls	Morris	87.80	
Fargo & S. W. railroad	Fargo	LaMoure	87.40	

PROPERTY OPERATED—*Continued.*

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
S. C. & Turtle Mtn. railroad ...	Sanborn	Cooperstown	36.50	.....
Jamestown & Northern railroad	Jamestown.....	Minnewaukan ...	102.50	.....
Rocky Mtn. Railroad of Montana	Livingston	Cinnabar.....	51.70	.....
Helena & Jeff Co. railroad.....	Prickly Pear.....	Wickes	20.10	.....
N. P. & Montana railroad	Jefferson.....	Calvin	30.00	.....
N. P. & Montana railroad	Clough Junction.	Marysville.....	12.50	.....
N. P. & Montana railroad	Missoula	Grantsdale.....	50.50	.....
N. P. & Montana railroad	Drummond	Rumsey.	32.20	.....
N. P. & Montana railroad	Logan	Butte	70.50	.....
Central Washington railroad ..	Cheney..	Almira.....	37.50	.....
Duluth & Manitoba railroad ...	Winnipeg Junc ..	International B'y	206.70	.....
Spokane & Palouse railway....	Marshall.....	Genesee	104.40	.....
N. P., Fergus & Black Hills railroad.....	Wadena	Milnor.....	117.10	.....
St. Paul & N. P. railway.....	St. Paul.....	Br'nard & Stapl's	175.74	.....
Helena & Red Mtn. railroad ...	Helena	Rimini.....	16.70	1,354.04
Lines Operated Under Track-age Rights:				
Great Northern railway.....	St. Paul	Minneapolis	12.12	.....
Minneapolis Union railway....	University Sw. ..	Minneapolis	2.60	.....
Minneapolis & St. Louis railway	Minneapolis	Minneapolis	1.62	.....
C. S., P. M. & O. railway	Superior.	West Superior...	3.70	.....
N. P. Terminal Co.....	Portland, Oregon	Portland, Oregon	1.30	.....
St. Paul & Duluth railroad.....	Duluth.....	N. P. Junction...	23.50	44.84
Total Mileage Operated .			.....	4,042.41

CAPITAL STOCK.

Capital Stock.	Number of Shares.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate Per Cent.	Amount.
Common	490,000	\$ 100	\$ 49,000,000	\$49,000,000 00		\$ 371,048
Preferred	510,000	100	51,000,000	86,983,323 80	$\left. \begin{array}{l} 1 \\ 1 \\ 1 \end{array} \right\}$	$\left. \begin{array}{l} 370,936 \\ 370,748 \end{array} \right\}$
Total.....	1,000,000	.....	\$ 100,000,000	\$86,983,323 80	.....	\$ 1,112,732

Manner of Payment for Capital Stock.	Total Number of Shares.	Total Cash Realized.
Issued for Reorganization—Common.....	490,000	\$ 49,000,000
Preferred.....	510,000	51,000,000
Total.....	1,000,000	\$ 100,000,000

All stock is issued in consideration and in pursuance of the plan of reorganization adopted at a meeting of the holders of the first mortgage bonds of the former organization, recognized and affirmed by the court in the proceedings whereby said mortgage was foreclosed. Copy of plan of reorganization filed with report for the year ending June 30, 1888.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate per cent.	Interest.		
	Date of Issue.	When Due.						When Payable.	Amount Accrued During Year.	Amount Matured During Year.
General 1st mortgage..	1881	1921	\$ 46,943,000 00	\$ 46,943,000 00	\$ 46,943,000 00	\$ 44,135,200 80	6	Jan. and July.....	\$ 2,722,860 00	
General 2d mortgage..	1883	1933	20,000,000 00	20,000,000 00	20,000,000 00	16,485,989 76	6	Apr. and Oct.....	1,194,60 00	
General 3d mortgage..	1887	1937	12,000,000 00	11,224,000 00	11,224,000 00	8,925,921 00	6	June add Dec.....	669,949 00	
Consolidated mortgage.....	1888	1939	160,000,000 00	28,249,278 72	28,249,278 72	28,858,891 54	5	June and Dec.....	241,924 70	
Missouri div. mortgage.....	1879	1919	2,500,000 00	2,500,000 00	2,190,000 00	2,490,788 00	6	May and Nov	121,200 00	
Pend d'Oreille mortgage.....	1879	1919	4,500,000 00	4,500,000 00	1,924,000 00	4,325,599 75	6	Mch. and Sep.....	117,443 14	
Div. Certo ext'd	1887	1907	4,640,821 20	4,640,821 20	749,500 00	4,640,821 20	6	Jan. and July	47,775 00	
Grand Total			\$250,183,821 20	\$116,067,099 92	\$109,219,773 78	\$104,871,752 06			\$ 5,115,751 84	\$ 5,062,485 00

Consolidated mortgage is intended to retire prior mortgages.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Accrued During Year.	Amount Matured During Year.
Mortgage bonds	\$ 114,057,099 92	\$ 109,219,778 72	\$ 5,115,751 84	\$ 4,978,469 44

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current Liabilities Accrued to and Including June 30, 1890.	Amount.
*Cash	\$ 5,821,556 02	Loans and bills payable.....	\$ 475,000 00
Bills receivable.....	140,981 91	Audited vouchers and accounts.....	3,889,429 13
Due from agents	881,688 64	Wages and Salaries.....	1,852,602 43
Net traffic balances due from other companies.....	\$28,172 90	Dividends not called for	5,985 00
Due from solvent companies and individuals	2,568,798 78	Matured interest coupons unpaid (including coupons due July 1st).....	1,510,704 86
		Rentals due July 1st (guarantee branch roads).....	91,880 00
		Balance—cash assets.....	2,444,064 58
Total.....	\$ 9,219,145 95	Total	\$ 9,219,145 95

* Materials and supplies on hand, \$2,860,981.92.

RECAPITULATION.

FOR MILEAGE OWNED.

Account.	Total amount out- standing.	Amount per mile of road.	
		Miles.	Amount.
Capital Stock.....	\$ 85,933,323 80	2,605.09	\$ 33,005 89
Bonds.....	109,219,778 72	2,605.09	41,925 53
Total	\$ 195,208,102 52	2,605.09	\$ 74,931 42

RECAPITULATION. FOR MILEAGE OPERATED.

Name of Road.	Capital Stock.	Funded Debt.	Total.	Amount Per Mile of Road.	
				Miles.	Amount.
Northern Pacific Railroad Co. and branch lines owned.....	\$ 88,988,323 80	\$ 109,219,778 72	\$ 198,208,102 52	2,805.09	\$ 74,981 42
Little Falls & Dakota railroad.....	1,483,357 50	1,297,000 00	2,780,357 50	87.80	31,439 15
Fargo & South Western railroad.....	4,000,000 00	1,288,000 00	5,288,000 00	87.40	60,508 43
S. C. & Turtle Mountain railroad.....	300,000 00	580,000 00	880,000 00	98.80	22,759 72
Jamestown & Northern railroad.....	3,200,000 00	1,520,000 00	4,720,000 00	102.50	46,048 78
James River Valley railroad.....	1,000,000 00	968,000 00	1,968,000 00	64.20	30,576 82
R. M. of Montana.....	1,000,000 00	764,000 00	1,764,000 00	51.70	34,119 92
Helena & Jeff county railroad.....	402,000 00	297,000 00	699,000 00	20.10	34,776 11
Northern Pacific & Montana railroad.....	1,878,600 00	4,888,000 00	6,771,600 00	186.70	31,601 94
Central Washington railroad.....	1,500,000 00	1,750,000 00	3,250,000 00	87.50	37,142 86
Duluth & Manitoba railroad.....	2,000,000 00	8,101,000 00	5,101,000 00	206.70	24,678 23
Spokane & Palouse railway.....	1,000,000 00	1,557,000 00	2,557,000 00	104.40	24,492 34
Northern Pacific, Fergus & Black Hills railroad.....	15,000,000 00	1,723,000 00	16,723,000 00	117.10	142,886 42
Coeur d' Alene railway & Navigation company.....	1,000,000 00	967,000 00	1,967,000 00	38.44	51,690 96
St. Paul & Northern Pacific railway.....	5,500,000 00	7,923,000 00	13,423,000 00	175.74	76,379 37
Helena & Red Mountain railroad.....	400,000 00	400,000 00	800,000 00	16.70	47,904 19
Grand total.....	\$ 125,627,281 30	\$ 188,231,778 72	\$ 283,849,060 02	8,997 87	\$ 66,002 86

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year Not Included in Oper- ating Expenses, Charged to Construction or Equipment.	Total Cost to June 30, 1889.	Total Cost to June 30, 1890.
Construction—			
Franchise, railroad, equipment and lands acquired under decree of court.....	\$ 557,984 92	\$ 70,839,626 56	\$ 70,281,641 64
Right of way	12,563 86	280,064 24	292,628 10
Other real estate	85,620 28	108,525 35	194,145 61
Fences	25,482 09	258,345 47	283,828 18
Grading and bridge and culvert masonry	184,174 33	20,569,669 79	20,758,844 12
Bridges and trestles	39,652 61	8,772,971 70	8,812,624 31
Rails	81,608 28	11,775,954 11	11,847,652 00
Ties	5,717 94	2,218,011 89	2,218,729 33
Other superstructure	5,599 08	4,183,704 98	4,189,304 06
Buildings, furniture and fixtures	111,917 70	5,496,287 34	5,548,205 04
Shop machinery and tools	4,331 31	161,755 20	166,086 51
Engineering expenses	14,084 75	2,817,800 21	2,831,884 96
Interest during construction	554,587 66	3,968,890 68	4,543,478 34
Discount on securities sold for construction	2,390,308 18	14,677,277 49	17,067,590 67
Telegraph line	19,795 05	259,139 99	278,935 04
Wharfing, etc	5,287 46	440,190 76	445,478 22
Sidings and yard extensions	333,228 42	1,313,062 50	1,646,310 92
Terminal facilities and elevators	330,471 18	137,095 91	467,567 09
Branch lines	10,344,089 80	605,969 23	16,950,089 03
Purchase of constructed road, $\frac{1}{4}$ interest $28\frac{1}{2}$ miles, S. P. & D. R. R.		500,000 00	500,000 00
Other items	127,249 55	2,531,737 35	2,658,986 98
Total construction.....	\$ 14,117,760 16	\$ 151,861,100 23	\$ 165,978,860 44
Equipment—			
Locomotives	\$ 76,363 59	\$ 4,538,607 41	\$ 4,614,976 00
Passenger cars	82,400 74	759,965 88	842,386 57
Sleeping, parlor and dining cars	170,190 28	196,854 13	367,044 41
Baggage, express and postal cars ...	55,179 91	238,986 44	294,116 35
Sleeping cars	104,527 75	262,104 45	366,632 20

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.—Continued.

Item.	Expenditures During Year Not Included in Oper- ating Expenses, Charged to Construction or Equipment.	Total Cost to June 30, 1899.	Total Cost to June 30, 1899.
Combination cars.....		\$ 21,855 00	\$ 91,855 00
Freight cars	\$ 977,557 29	5,899,951 36	6,377,508 05
Other cars of all classes.....	51,153 03	709,298 46	760,451 49
Trust equipment.....	366,526 48		366,526 48
Floating equipment		423,992 46	423,992 46
Total equipment	\$ 1,888,904 67	\$ 12,621,585 54	\$ 14,505,489 61
Grand total cost construction, equipment, etc	\$ 16,001,664 23	\$ 164,482,685 82	\$ 180,484,350 05

INCOME ACCOUNT.

FROM ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 22,864,261 14	
Less operating expenses	13,233,536 11	
Income from operation.....		\$ 9,630,725 03
Interest on bonds owned.....	16,018 66	
Dividends and stocks owned.....	461,925 89	
Miscellaneous income—less expenses.....	609,469 83	
Income from other sources.....		1,087,413 83
Total income.....		\$ 10,718,138 91
Deductions from Income—		
Interest on funded debt accrued.....	5,115,751 84	
Rentals	2,378,654 09	
Taxes.....	374,609 49	
Other deductions.....	789,232 26	
Total deductions from income.....		8,658,246 68
Net income.....		\$ 2,059,891 23
Dividends, 1 per cent., preferred stock, quarterly—three-quarters	\$ 1,112,732 00	
Total		1,112,732 00
Surplus from operations of year ending June 30, 1890....		\$ 947,159 23
Surplus on June 30, 1889		629,839 49
Surplus on June 30, 1890.....		\$ 1,576,998 72

EXPLANATORY REMARKS.

DIVISION OF GROSS EARNINGS.

[See following table.]

	Rail Lines.	Coeur d' Alene Lake & River Water Transport.	Total.
Passenger revenue.....	\$ 5,910,347 44	\$ 22,118 95	\$ 5,932,466 39
Passenger earnings	6,915,090 70	33,896 98	6,948,987 58
Freight revenue.....	15,355,112 53	92,772 98	15,447,885 46
Freight earnings.....	15,373,614 43	92,781 43	15,466,395 86
Other earnings.....	443,907 72	.....	443,907 72
Total	\$ 22,737,612 85	\$ 126,648 29	\$ 22,864,261 14

EARNINGS FROM OPERATION.

STATE OF NORTH DAKOTA.

Item.	Total Receipts.	Deductions, Accounts of Repayments, etc.	Actual Earnings.
Passenger—			
Passenger revenue	\$ 365,460 98		
Tickets redeemed		\$ 3,169 74	
Excess fares refunded		484 53	
Other payments		4,340 88	
Total deductions		\$ 7,995 15	
Total passenger revenue			\$ 857,465 83
Mail			108,194 63
Express			60,230 63
Extra baggage and storage			14,091 99
Other items			21,554 24
Total passenger earnings			\$ 1,056,537 41

EARNINGS FROM OPERATION—*Continued.*

STATE OF NORTH DAKOTA.

Item.	Total Receipts.	Deductions, Accounts of Repayments, etc.	Actual Earnings.
Freight—			
Freight revenue.....	2,822,470 37		
Overcharge to shippers.....		\$ 34,479 94	
Total deductions		\$ 34 479 94	
Total freight revenue.....			\$ 2,787,990 43
Other items			15 97
Total freight earnings.....			\$ 2,788,006 40
Total passenger and freight earnings...			\$ 3,844,543 81
Other earnings from operation—			
Car mileage—balance.....			1,401 28
Switching charges—balance.....			926 90
Telegraph companies.....			6,376 16
Rentals not otherwise provided for.....			3,391 73
Total other earnings.....			12,096 05
Total gross earnings from operation— North Dakota.....			\$ 3,856,639 86
Total gross earnings from operation— Entire line			\$ 22,864,261 14

BONDS OWNED.

Name.	Total Amount Held.	Rate Per Cent.	Income or Interest Received.
Minnesota Transfer Railway company.....	\$ 100,000 00	5	\$ 1,073 00
St. Paul Eastern Grand Trunk Railway company..	10,000 00	6	600 00
General 3d mortgage bonds (Wood Ins. Fund).....	10,000 00	6	600 00
General 3d mortgage bonds.....	29,000 00	5	810 00
Northern Pacific & Montana railway	637,000 00	6	12,740 00
Dividend certificates	6,500 00	6	195 00
	\$ 801,500 00		
Soldiers' Additional Homestead scrip (cost)	6,768 12		
Cost of above	\$ 787,994.45		
Total	\$ 808,268 12		\$ 16,018 00

STOCKS OWNED.

Name.	Total Par Value.	Rate Per Cent.	Income or Dividend Received.
Preferred stock.....	\$ 2,925 71	4	\$ 291 00
Northern Pacific, Fergus & Black Hills Railroad Co.	15,000,000 00	8	
Northern Pacific Coal company.....	600,000 00	8	
Northern Pacific Express company	310,000 00	8	139,128 49
Lake Superior Terminal & Transfer Railway Co ..	15,700 00		
Lake Superior & Puget Sound Land company.....	2,850,900 00	8	
Superior Consolidated Land company.....	585,100 00		
Tacoma Land company.....	500,050 00	8	75,002 50
St. Paul & Northern Pacific Railway company.....	3,002,500 00	8	180,150 00
Montana Union Railway company	425,000 00	8	
Northern Pacific & Montana Railroad company....	50,000 00	8	
Couder d'Alene Railway & Navigation company....	1,000,000 00	8	63,153 40
Minnesota Transfer Railway company.....	7,000 00	8	
Seattle, Lake Shore & Eastern Railway company..	555,555 55	8	
Yellowstone Park association	200,000 00	8	
St. Paul Union Depot company.....	70,000 00	6	4,290 00
Cost of above.....	\$ 4,188,357.46		
Total	\$ 25,180,731 26		\$ 461,925 39

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

Description of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.
Tracks, yards and terminals...	St. Paul to Minneapolis....	Minn. & St. L. R. R.	\$ 51,946 20
Yards	St. Paul to Minneapolis .	M. S. S. M. & A. R. R	61,475 24
Yards	St. Paul to Minneapolis....	C., St. P. & K. C. R. R	61,905 99
Yards	St. Paul.....	S. P. & S. C. F. R. R	9,624 30
Yards	Minneapolis to W. Superior	East'n R. R. of Minn	6,289 50
Yards	Minneapolis	Minn. & Pac. R. R..	4,921 58
Tracks.....	Fergus Falls to Beckenridge	St. P., M. & M. R. R	9,555 00
Tracks.....	West Superior	C., St. P., M. & O. R'd	249 12
Tracks, yards and terminals...	Iron River to Duluth.....	D., S. S. & A. R. R..	36,087 80
Yards	Washington	N. P. Coal Co.....	12,188 68
Yards	Little Falls	St. P. & N. P. R. R.	720 00
Grand total rentals received			\$253,758 36

MISCELLANEOUS INCOME.

Item.	Gross Income.
Interest on yard property, St. Paul.....	\$ 45,000 00
Interest on cost of St. Louis river bridge, used in common with other roads..	12,295 45
Sales town property owned by company, including deferred payments and interest	510,370 94
Rent of ground to private parties	19,530 08
Rent paid Tacoma Land Company in 1889 now refunded.....	6,000 00
Unclaimed wages.....	10,888 50
Sales of property charged Marshall grade in previous years	5,379 91
Miscellaneous	5 00
Total	\$ 609,469 83

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.]

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of way and structures—			
Repairs of roadway	\$ 536,616 76	\$ 1,182,069 90	\$ 1,718,686 66
Renewals of rails	36,329 27	68,111 11	104,440 38
Renewal of ties	221,988 22	440,884 42	662,872 64
Repairs of bridges and culverts	192,245 40	443,491 49	635,736 89
Repairs of fences, road-crossings, signs, cattle guards and snow sheds	14,171 66	27,664 83	41,836 49
Repairs of buildings	49,677 49	126,566 19	176,243 68
Repairs of docks and wharves	7,879 42	22,625 75	30,505 17
Repairs of telegraph	7,150 95	15,673 44	22,824 39
Removal of snow and ice	35,150 53	36,011 90	121,162 43
Total	\$ 1,101,209 70	\$ 2,413,099 08	\$ 3,514,308 73
Maintenance of equipment—			
Repairs and renewals of locomotives	\$ 182,706 22	\$ 569,523 46	\$ 752,229 68
Repairs and renewals of passenger cars	317,088 86	.....	317,088 86
Repairs and renewals of freight cars .....	.....	901,784 14	901,784 14
Repairs and renewals of ferry-boats, tugs, floats and barges ..	3,349 65	4,131 34	7,480 99
Shop machinery, tools, etc.	21,636 24	32,426 52	54,062 76
Total	\$ 524,780 97	\$ 1,507,865 46	\$ 2,032,646 43
Conducting transportation—			
Wages of enginemen, firemen and roundhouse- men	\$ 350,128 21	\$ 919,345 71	\$ 1,269,473 92
Fuel for locomotives	389,540 01	1,389,975 68	1,779,515 69
Water supply for locomotives	38,316 65	68,854 00	107,170 65
All other supplies for locomotives	15,605 99	43,137 50	58,743 49
Wages of other trainmen	213,711 77	702,774 04	916,485 81
All other train supplies	139,578 78	106,439 52	246,018 30
Wages of switchmen, flagmen and watchmen ..	63,955 38	230,407 06	294,362 44
Expense of telegraph, including train dispatch- ers and operators	110,713 52	230,215 48	340,929 00
Wages of station agents, clerks and laborers ..	129,787 42	511,885 10	641,672 52
Station supplies	17,750 56	38,409 40	56,159 96

OPERATING EXPENSES—*Continued.*

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.]

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Conducting transportation—			
Switching charges—balance .....	.....	17,999 41	17,999 41
Loss and damage	49,887 99	94,781 51	138,669 50
Injuries to persons	76,058 83	47,425 02	123,483 85
Expenses of barges, floats, tugs, ferry-boats, in- cluding wages, fuel and supplies.....	32,646 25	39,946 54	72,592 79
Other expenses.....	17,403 27	51,713 03	69,116 30
Total.....	\$ 1,639,064 63	\$ 4,498,309 00	\$ 6,132,393 63
General Expenses—			
Salaries of officers	\$ 68,878 14	\$ 142,338 18	\$ 211,211 32
Salaries of clerks	88,298 28	194,520 88	282,814 16
General office expenses and supplies	17,262 72	35,965 36	53,228 08
Agencies, including salaries and rent	108,799 86	85,540 17	189,340 03
Advertising	35,610 88	277 34	35,888 22
Commissions	90,115 11	31,476 30	121,591 41
Insurance and loss by fire	48,183 62	85,815 90	133,999 51
Expenses of traffic associations.....	4,351 34	56,053 13	60,404 37
Expense of stock yards and elevators .....	.....	1,505 76	1,505 76
Rents for tracks, yards and terminals	78,058 56	66,340 67	144,399 23
Legal expenses	35,671 34	86,864 29	122,035 63
Stationery and printing.....	35,145 87	61,578 98	96,724 85
Other general expenses	36,000 24	65,044 50	101,044 74
Total.....	\$ 641,370 96	\$ 912,816 36	\$ 1,554,187 32
Recapitulation of Expenses—			
Maintenance of way and structures.....	\$ 1,101,209 70	\$ 2,413,099 03	\$ 3,514,308 73
Maintenance of equipment.....	524,780 97	1,507,865 46	2,032,646 43
Conducting transportation	1,639,064 63	4,498,309 00	6,132,393 63
General expenses	641,370 96	912,816 36	1,554,187 32
Grand total.....	\$ 3,906,446 26	\$ 9,327,089 85	\$ 13,233,536 11
Percentage of expenses to earnings—entire line.....			57.88

OPERATING EXPENSES.—*Continued.*

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.]

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic	Total.
Operating expenses—State of North Dakota—			
Maintenance of way and structures.....	\$ 213,398 09	\$ 438,734 57	\$ 652,132 66
Maintenance of equipment	110,680 50	316,259 56	426,940 06
Conducting transportation.....	305,492 30	768,693 27	1,074,185 57
General expenses.....	98,288 10	166,863 64	265,151 74
Total.....	\$ 722,858 99	\$ 1,690,551 04	\$ 2,413,410 03
Percentage of expenses to earnings—N. Dakota			62.58

EXPLANATORY REMARKS.

DIVISION OF OPERATING EXPENSES AS SHOWN IN THE PRECEDING TABLE.

	Passenger.	Freight.	Total.
Rail Lines.....	\$ 3,886,079 84	\$ 9,290,953 50	\$ 13,177,033 34
Water transportation, Coeur d'Alene lake and river	20,366 42	36,136 35	56,502 77
Total.....	\$ 3,906,446 26	\$ 9,327,089 85	\$ 13,233,536 11

RENTALS PAID.

A. RENTALS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed.	Cash.	Total.
St Paul & Northern Pacific railway		\$ 1,045,646 44	\$ 1,045,646 44
Little Falls & Dakota railroad	\$ 122,990 00	.....	122,990 00
N. P., F. & B. H. railroad	163,940 00	.....	163,940 00
Duluth & Manitoba railroad	148,751 66	.....	148,751 66
Fargo & Southwestern railroad	122,360 00	.....	122,360 00
S. C. & Turtle Mountain railroad	51,100 00	.....	51,100 00
Jamestown & Northern railroad	143,500 00	.....	143,500 00
James River Valley railroad	57,780 00	.....	57,780 00
Rocky Mountain Railroad of Montana	72,380 00	.....	72,380 00
Helena & Jefferson County railroad	28,140 00	.....	28,140 00
Helena & Red Mountain railroad	24,000 00	.....	24,000 00
Spokane & Palouse railway	98,420 00	.....	98,420 00
Couer d'Alene Railway & Navigation company	60,280 99	.....	60,280 99
Central Washington railroad	52,100 00	.....	52,100 00
Northern Pacific & Montana railroad	192,265 00	.....	192,265 00
Total rentals, A	\$ 1,333,007 65	\$ 1,045,646 44	\$ 2,378,654 09

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation of Property.	Situation of Property Leased.	Name of Company Owning property Leased.	Cash.	Total.
Tracks:	Minneapolis, Minn...	Mnn. Union Railway Co..	\$ 46,250 71	
	Min'apolis to St. Paul	St. P., Min. & Man. Ry...	22,229 64	
	West Superior.....	C., St. P., M. & O. Ry....	2,189 72	
Total...				\$ 70,620 07
Terminals:	Ashland Union depot	Wisconsin Central Co.....	\$ 1,779 16	
	Portland, Oregon....	N. P. Terminal company..	72,000 00	
Total...				73,779 16
Total rentals B....				\$ 144,399 22
Grand total rentals paid, A and B.....				\$ 2,523,065 32

EXPLANATORY REMARKS.

BALANCE SHEET FOR 1889 RECONSTRUCTED AS FOLLOWS:

Item "Other Permanent Investments" \$1,851,633.64 added to cost of road, \$150,509,466.64, making a total of \$151,861,100.28.

Item "Cash and Current Assets" show total of assets \$5,806,095.07, instead of balance of debits and credits, as shown in previous report.

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June 30, 1899, Reconstructed.	June 30, 1890.	Year Ending June 30, 1890.	
			Increase.	Decrease.
Cost of road.....	\$ 151,861,100 28	\$ 165,978,880 44	\$ 14,117,760 16	.....
Cost of equipment.....	12,621,585 54	14,5 5,489 61	1,868,904 07	.....
Bonds owned.....	1,079,181 60	787,894 45	.....	\$ 291,287 15
Stocks owned.....	2,152,200 30	4,188,357 46	2,036,157 16	.....
Other permanent investments—Branch road cont. assets.....	1,227,721 36	4,680,285 10	3,452,563 74	.....
Lands owned—About 40,000 acres.....	.....	.....	.....	.....
Cash in hands of trustees.....	384,901 67	197,867 23	.....	137,214 14
Deferred payments land sales.....	5,119,147 44	5,581,459 60	462,312 16	.....
Cash and current assets.....	5,806,095 07	9,219,145 95	3,413,050 88	.....
Other assets—Materials and supplies.....	2,206,645 67	2,360,961 92	154,316 25	.....
Sinking fund.....	2,494,004 26	3,420,513 65	926,509 37	.....
Grand total.....	\$ 184,902,593 19	\$ 210,920,655 71	\$ 26,018,062 52	.....

COMPARATIVE GENERAL BALANCE SHEET—Continued.

Liabilities.	June 30, 1889, Reconstructed.	June 30, 1890.	Year Ending June 30, 1890.	
			Increase.	Decrease.
Capital stock.....	\$ 86,172,577 91	\$ 85,983,323 80	.....	\$ 189,254 11
Funded debt	83,438,560 00	1,925,773 72	\$ 25,781,278 72	.....
Current liabilities.....	6,893,430 71	6,775,081 42	.....	118,349 29
Accrued interest on funded debt not yet payable.....	430,925 00	553,431 96	.....	.....
Rents accrued, not due .....	.....	178,879 23	142,506 06	.....
Guarantee to branch roads accrued, not due .....	.....	328,229 18	178,879 23	.....
Dividends, not due .....	.....	370,749 00	328,229 18	.....
Deferred payments on land sales, applic. to sinking fund when collected.....	2,008,883 19	2,505,671 03	370,749 00	.....
Revenue invested in sinking funds	2,491,004 26	3,420,512 65	496,784 84	.....
Amount reserved as due preferred stockholders to June 30, 1889.....	2,844,429 63	.....	926,509 39	.....
Profit and loss	629,839 49	1,576,986 72	.....	2,844,429 63
Grand total	\$ 184,902,598 19	\$ 210,920,655 72	947,159 22	.....

EXPLANATORY REMARKS.

BALANCE SHEET FOR 1889 RECONSTRUCTED AS FOLLOWS.

Item "Current Liabilities" show total amount \$6,898,430.71, instead of balance \$1,067,335.63.

Item "Profit and Loss"	\$ 1,269,029 33
Transfer as of June 30, 1889, amount invested in equipments	2,205,239 29
	\$ 3,474,268 62
Amount determined to be due preferred stockholders to June 30, 1889, set aside....	2,844,429 63
Final balance, profit and loss June 30, 1889	\$ 629,839 49

IMPORTANT CHANGES DURING THE YEAR—STATE OF NORTH DAKOTA.

New Roads Put in Operation.	Terminals.	
	From	To
Jamestown & Northern Extension Railroad.....	Minnewaukan	Leeds.

BONDS ISSUED.

Item.	Amount.
General third mortgage.....	\$ 218,000 00
Consolidated mortgage	26,249,278 72
Total	\$ 26,467,278 72

BONDS CANCELLED.

Pend d'Oreille dividend mortgage.....	\$ 495,000 00
Dividend certificates	186,000 00
Total	\$ 681,000 00

SECURITIES PURCHASED.

Preferred stock.....	\$ 1,257 16
Northern Pacific Coal Company stock	500,000 00
Superior Consolidated Land Company stock	585,100 00
St. Paul & Northern Pacific Railway stock	99,800 00
Montana Union Railroad Company stock	250,000 00
C d'Alene Railroad & Navigation Company stock	250,000 00
Seattle, Lake Shore & Eastern Railway stock.....	250,000 00
Yellowstone Park Association stock.....	100,000 00
Minneapolis Transfer Railroad Company bonds	8,000 00
General third mortgage bonds	15,000 00
Northern Pacific & Montana Railroad Company bonds.....	617,650 00
Dividend certificates	6,500 00
Total	\$ 2,688,307 16

IMPORTANT CHANGES DURING THE YEAR—STATE OF NORTH DAKOTA.—*Continued.*

SECURITIES SOLD.

Item.	Amount.
Ashland Deposit Company stock	\$ 2,437 15
Northern Pacific, LaMoure & Missouri River Railroad bonds.....	318,000 00
Northern Pacific & Puget Sound Shore Railroad bonds	140,000 00
Northern Pacific & Cascade Railroad bonds.....	208,000 00
Spokane Falls & Idaho Railroad bonds.....	270,000 00
Total	\$ 988,437 15

CONTRACTS AGREEMENTS, ETC., AFFECTING BUSI- NESS WITHIN STATE OF NORTH DAKOTA.

EXPRESS COMPANIES.

The Northern Pacific Express company runs over all lines operated by this company, paying one and one-half first-class rates except in a few instances.

MAILS.

Have no contracts for transportation of mails. The government pays a specified rate per annum, based on the average weight of mail carried on different sections of the State.

SLEEPING, PARLOR OR DINING CAR COMPANIES.

Sleeping cars are owned by the Northern Pacific Railroad company and Pullman Palace Car company jointly, operated by the latter company and the earnings and expenses shared equally by both.

Dining cars are owned and operated by the Northern Pacific Railroad company.

TELEGRAPH COMPANIES.

With the Western Union Telegraph company to build two wire lines, Northern Pacific Railroad company to pay one-third the expense; additional wires to be supplied by the party requiring them. Railroad company to keep lines in repair. Telegraph receipts, with the exception of certain offices, are to be divided—one-third to the railroad company and two-thirds to the telegraph company. Railroad company pays operators at all offices where the business does not exceed twenty paid messages daily.

EXPLANATORY REMARKS.

General first mortgage bonds were issued at the the rate of \$25,000 per mile on 2,136.98 miles—\$53,424,000, of which \$6,481,000 was held in escrow, there being a corresponding amount of Missouri & Pend d' Oreille bonds outstanding at date of general first mortgage, January 1, 1881.

When Missouri & Pend d'Oreille division bonds are retired with proceeds from land sales, a corresponding amount of first mortgage bonds held in escrow are also retired.

The entire mileage bonded is 2,136.98 miles, through according to the terms of the mortgages the entire property of the company is covered by them.

Consolidated mortgage bonds can be issued only as follows:

To retire first, second and third mortgage bonds ..	\$ 75,000,000
To retire branch road bonds ..	28,000,000
For improvements and betterment and enlargement of terminals ..	20,0 0,000
For additional roads and extensions ..	20,000,000
For premium on bonds exchanged ..	10,000,000
For other purposes as the board may direct ..	9,000,000
Total ..	\$160,000,000

SECURITY FOR FUNDED DEBT.

Class of bond or obligation—First mortgage bonds, Missouri division, from Missouri River to Yellowstone River, 205 miles. Security—Road, appurtenances and lands pertaining to said division, is the security for payment of principal and interest.

Class of bond or obligation—First mortgage bonds, Pend d' Oreille division, from Lake River to Lake Pend d' Oreille, 225 miles. Security—Road and appurtenances, and lands pertaining to said division.

Class of bond or obligation—General first mortgage bonds, from Ashland to Portland, Oregon and Wallula, \$25,000 amount of mortgage per mile of line. Security—Entire main line and appurtenances, equipment, lands, franchise, and all other property now held or hereafter acquired subject to the rights of preferred stockholders in the lands in Minnesota and North Dakota, east of the Missouri River, subject also to the two mortgages above mentioned.

Class of bond or obligation—General second mortgage bonds, from Ashland to Portland, Oregon and Wallula. Security—Same terms as the general first mortgage, including a lien upon the income, earnings and profits of the company, subject to prior liens above mentioned.

Class of bond or obligation—General third mortgage bonds, from Ashland to Portland, Oregon and Wallula. Security—Same terms as general second mortgage.

Class of bond or obligation—Dividend certificate extended. Security—Not secured; can be exchanged for third mortgage bonds.

Class of bond or obligation—Consolidated mortgage bonds. Security—All property rights and franchises of the company now owned or hereafter acquired, subject to prior mortgages.

EMPLOYEES AND SALARIES—STATE OF NORTH DAKOTA.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	3	\$ 7,483 92	\$ 7 97
General office clerks	6	5,596 88	2 98
Station agents.....	69	48,996 87	2 27
Other station men	70	41,897 37	1 89
Enginemen.....	91	129,230 56	4 54
Firemen.....	91	78,025 02	2 56
Conductors.....	77	80,031 06	3 32
Other trainmen.....	150	99,367 53	2 12
Machinists	41	35,028 73	2 41
Carpenters	57	41,995 98	2 35
Other shopmen.....	131	95,673 49	2 33
Section foremen	136	81,9 5 44	1 92
Other trackmen.....	419	183,685 05	1 40
Switchmen, flagmen and watchmen.....	78	51,254 72	2 24
Telegraph operators and dispatchers.....	47	36,626 91	2 49
All other employes and laborers	182	111,999 02	1 96
Total (including "General Officers")—North Dakota	1,643	\$ 1,123,298 55	\$ 2 18
Less "General Officers".....	3	7,483 82	7 97
Total (excluding "General Officers") North Dakota	1,640	\$ 1,115,814 63	\$ 2 19
Distribution of above—			
Maintenance of way and structures.....	727	\$ 378,663 00	\$ 1 64
Maintenance of Equipment.....	177	134,852 99	2 42
Conducting transportation.....	739	615,282 56	2 66
Total (including "General Officers"), North Dakota	1,643	\$ 1,123,298 55	\$ 2 18
Less "General Officers	3	7,488 92	7 97
Total (excluding "General Officers"), North Dakota	1,640	\$ 1,115,814 63	\$ 2 17
Total (including "General Officers"), entire line.....	11,201	\$ 8,366,250 36	\$ 2 40

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— STATE OF NORTH DAKOTA.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	255,682	.....
Number of passengers carried one mile	88,777,172	.....
Average distance carried.....	151.7	.....
Total passenger revenue, page 35.....		857,465.83
Average amount received from each passenger.....		3.35
Average receipts per passenger per mile		.02211
Estimated cost of carrying each passenger one mile*....		.01513
Passenger earnings per mile of road	847.7	1,248.36
Passenger earnings per train mile.....	716,548	1.475
Freight traffic—		
Number of tons carried of freight earning revenue	986,566	.....
Number of tons carried one mile	212,800,660	.....
Average distance haul of one ton	215.7	.....
Total freight revenue, page 35		2,787,990.43
Average amount received for each ton of freight.....		2.82
Average receipts per ton per mile		.01310
Estimated cost of carrying one ton one mile*.....		.00795
Freight earnings per mile of road	847.7	3,288.90
Freight earnings per train mile	1,729,607	1.612
Passenger and freight—		
Passenger and freight revenue		3,645,456.26
Passenger and freight revenue per mile of road	847.7	4,300.41
Passenger and freight earnings		3,844,543.81
Passenger and freight earnings per mile of road	847.7	4,535.26
Gross earnings from operation		3,856,639.86
Gross earnings from operation per mile of road	847.7	4,549.53
Expenses		2,413,410.03
Expenses per mile of road.....	847.7	2,847.01

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
STATE OF NORTH DAKOTA.—*Continued.*

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Train mileage—		
Miles run by passenger trains.....	716,548	.....
Miles run by freight trains	1,729,607	.....
Total mileage trains earning revenue.....	3,446,155	.....
Miles run by construction and other trains	46,874	.....
Grand total train mileage.....	3,492,529	.....
Average number of freight cars in train.....	19.98	.....
Average number of loaded cars in train	13.59	.....
Average number of empty cars in train.....	6.34	.....
Average number of tons of freight in train.....	123.00	.....
Average number of tons of freight in each loaded car ...	9.05	.....

* Exclusive of fixed charges.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE.

Item.	Column for Ton- age, Number Passengers, Num- ber Trains, Mile- age, Number Cars. Rail Lines Only.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	2,214,704	.....
Number of passengers carried one mile.....	231,382,920	.....
Average distance carried.....	104.5	.....
Total passenger revenue.....		5,910,347.44
Average amount received from each passenger.....		2.67
Average receipts per passenger per mile.....		.02354
*Estimated cost of carrying each passenger one mile.....		.01448
Passenger earnings per mile of road.....	3,584.8	1,929.00
Passenger earnings per train-mile.....	3,808,752	1.816
Freight traffic—		
Number of tons carried of freight earning revenue.....	3,569,969	.....
Number of tons carried one mile.....	1,095,880,073	.....
Average distance haul of one ton.....	307	.....
Total freight revenue.....		15,355,112.53
Average amount received for each ton of freight.....		4.30
Average receipts per ton per mile.....		.01401
*Estimated cost of carrying one ton one mile.....		.00848
Freight earnings per mile of road.....	3,584.8	4,288.56
Freight earnings per train-mile.....	8,414,961	1.829
Passenger and freight—		
Passenger and freight revenue.....		21,265,459.97
Passenger and freight revenue per mile of road.....	3,584.8	5,933.12
Passenger and freight earnings.....		22,280,705.13
Passenger and freight earnings per mile of road.....	3,584.8	6,217.56
Gross earnings from operation rail lines.....		22,737,612.85
Gross earnings from operation per mile of road.....	3,584.8	6,342.78
Expenses, rail lines.....		13,177,083.84
Expenses per mile of road.....	3,584.8	3,675.81

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE—*Continued.*

Item.	Column for Ton- age, Number Passengers, Num- ber Trains, Mile- age, Number Cars. Rail Lines Only.	Column for Revenue and Rates.
Train mileage—		
Miles run by passenger trains.....	3,8 8,752	.....
Miles run by freight trains.....	8,414,961	.....
Total mileage trains earning revenue	12,223,713	.....
Miles run by construction and other trains.....	341,045	.....
Grand total train miles.....	12,564,758	.....
Mileage of loaded freight cars—North or west.....	74,209,976	.....
Mileage of loaded freight cars—South or east.....	47,198,996	.....
Mileage of empty freight cars—North or west.....	18,978,279	.....
Mileage of empty freight cars—South or east.....	36,507,545	.....
Average number of freight cars in train.....	20.43	.....
Average number of loaded cars in train.....	14.43	.....
Average number of empty cars in train.....	6.	.....
Average number of tons of freight in train.....	130.2	.....
Average number of tons of freight in each loaded car..	9.03	.....

*Exclusive of fixed charges.

FREIGHT TRAFFIC MOVEMENT—STATE OF NORTH DAKOTA.

[Company's material excluded.]

Commodity.	Freight Originating on This Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—	Whole Tons.	Whole Tons.		
Grain	255,158	8,448	258,606	26.2
Flour	20,790	2,228	28,018	2.8
Other mill products	11,876	508	11,884	1.2
Hay	15,582	8,069	18,601	1.9
Fruit and vegetables	15,277	87	15,314	1.6
Products of Animals—				
Live stock	43,989	688	44,627	4.5
Dressed meats	15,241	8	15,244	1.5
Other packing house products	7,560	9	7,569	.8
Poultry, game and fish	2,544	8	2,547	.8
Wool	2,960	85	8,015	.8
Hides and leather	1,423	49	1,472	.1
Products of Mines—				
Anthracite coal	18,146	...	18,146	1.8
Bituminous coal	81,867	...	81,868	8.2
Coke	3,821	...	3,820	.4
Ores	57,392	...	57,392	5.8
Stone, sand and other like articles	6,998	26	7,018	.7
Products of Forest—				
Lumber	122,096	8	122,099	12.4
Manufactures—				
Petroleum and other oils	16,587	1	16,588	1.7
Sugar	8,961	2	8,968	.4
Iron and steel rails	38,848	...	38,848	8.4
Other castings and machinery	28,277	118	28,890	2.9
Bar and sheet metal	14,140	1	14,141	1.4

FREIGHT TRAFFIC MOVEMENT—STATE OF NORTH DAKOTA—*Continued.*

[Company's Material Excluded.]

Commodity.	Freight Originating on This Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Cement, brick and lime.....	10,453	.....	10,453	1.1
Agricultural Implements	6,467	76	6,543	.7
Wagons, carriages, tools, etc.....	6,710	3	6,713	.7
Wines, liquors and beers	14,164	18	14,182	1.4
Household goods and furniture.....	15,346	1,135	16,481	1.7
Merchandise	94,752	189	94,941	9.6
Miscellaneous—Other commodities not mentioned above	96,280	313	96,593	1.0
Total tonnage, North Dakota .	✓ 974,614	11,952	986,566	100
Total tonnage, entire line.....	3,067,729	502,240	3,569,969	100

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped With Train Brake.		Cars Fitted With Automatic Coupler.		
			Number.	Kind.	Number.	Kind.	
Locomotives—							
Passenger	1	59	59	Westinghouse	.....	.....	
Freight	8	319	314	"	.....	.....	
Switching	2	29	16	"	.....	.....	
Total	11	407	389		.....	.....	
Cars in passenger service—							
First-class passenger cars	9	53	53	"	53	{ Cowell, 11. Miller, 42.	
Second-class passenger cars .....	.....	41	41	"	41	.....	
Combination passenger cars	8	16	16	"	16	.....	
Emigrant cars .....	.....	48	48	"	48	.....	
Dining cars.....	11	24	24	"	24	{ Cowell, 10. Miller, 14.	
Sleeping cars	12	45	45	"	45	Miller.	
Baggage, express, and postal cars.....	15	95	95	"	95	.....	
Business cars .....	.....	15	15	"	15	.....	
Total	50	387	387	"	387	.....	

Cars in freight service—	327	5,245	2,608	"	275	{ Janney Hein, 225 Gould, 50.
Box cars.....	988	3,332	1,000	"	350	{ Janney Hein, 170 Gould, 200.
Fiat cars.....		856	856	"		
Stock cars	242	1,290	530	"		
Coal cars		4				
Tank cars.....						
Refrigerator cars and fruit cars.....	99	185	185	"		
Other cars	452	462	32	"		
Total	2,058	11,404	5,208		625	
Cars in company's service—						
Derrick cars.....		11				
Caboose cars.....	30	300	200	"		
Other road cars.....	75	1,489	5	"		
Total	105	1,790	205	"		
Total owned.....	2,213	13,521	5,748	"	962	
Cars leased	1,263	8,771	3,571	"	41	{ Janney Mills, 10 Miller, 31.
Cars grand total	3,476	17,292	9,319		1,003	
Locomotives leased.....	71	157	157	"		

MILEAGE. **MILEAGE OF ROAD OPERATED.**

Line in Use.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year or Acquired.	Rails.	
	Main Line.	Branches and Spurs.						Iron.	Steel.
Miles of single track.....	2,134.10	15.30	494.13	1,354.04	44.84	4,042.41	574.10	278.70	3,768.71
Miles of second track.....	5.90	.....	.....	30.30	12.60	48.80	.....	.....	48.80
Miles of third track.....	.....	.....	.....	.....	7.70	7.70	.....	.....	7.70
Miles of fourth track.....	.....	.....	.....	.....	7.70	7.70	.....	.....	7.70
Miles of yard track, sidings and spurs.....	388.40	19.70	44.40	164.90	6.80	624.20	34.60	230.70	383.50
Total mileage operated (all tracks).....	2,528.40	35.00	538.53	1,549.24	79.60	4,780.81	608.70	569.40	4,161.41

MILEAGE OF LINES BY STATES AND TERRITORIES.

MILEAGE OPERATED.

State or Territory.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Contract, Etc.	Total Mileage Excluding Trackage Rights.	Line Operated Under Trackage Rights.	Rails.	
	Main Line.	Branches and Spurs.					Iron.	Steel.
Wisconsin.....	78.40	6.00	.....	.....	84.40	3.70	.....	88.10
Minnesota.....	238.00	1.70	22.80	448.54	711.04	39.84	67.80	633.08
North Dakota.....	377.60	.....	43.20	429.40	855.20	.....	115.90	739.30
Montana.....	732.60	3.80	46.75	284.20	1,117.15	.....	60.30	1,056.85
Idaho.....	88.00	.....	52.04	7.10	142.14	.....	9.40	132.74
Washington.....	538.20	4.00	60.14	184.80	737.14	.....	25.30	761.84
Oregon.....	36.30	.....	.....	.....	36.30	1.30	.....	37.60
Manitoba.....	.....	.....	264.20	.....	264.20	.....	.....	264.20
Total mileage operated (single track).....	2,134.10	15.30	494.13	1,354.04	3,997.57	48.84	278.70	3,763.71

RENEWALS OF RAILS AND TIES—STATE OF NORTH DAKOTA.

New Rails Laid During Year.			New Ties Laid During Year.		
Kind.	Weight Per Yard.	Tons.	Kind.	Number.	Average Price at Distributing Point.
Steel	66 lbs.	3,924 ⁸⁷⁰ / ₂₈₀₀	Oak	233,843	.....
			Pine	41,571	.....
			Tamarac	118,567	.....
			Miscellaneous ...	32,271	.....
Total steel....	66 lbs.	3,924 ⁸⁷⁰ / ₂₈₀₀	Total	426,252	87c

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NORTH DAKOTA.

Locomotives.	Coal, Tons — Bituminous.	Wood—Cords.		Total Fuel Consumed, Tons.	Miles Run.	Average Pounds Consumed per Mile.
		Hard.	Soft.			
Passenger.....	23,254	92	825	23,727	773,154	61.39
Freight	81,861	240	2,166	83,104	1,923,024	86.43
Switching.....	5,490	41	372	5,703	357,692	31.89
Construction	2,517	7	59	2,552	106,333	47.98
Total	113,122	380	3,422	115,066	3,160,153	72.84
Average cost at distributing point....	\$3.132	\$3.18	\$3.18			

ACCIDENTS TO EMPLOYEES—STATE OF NORTH DAKOTA.

Kind of Accident.	Employees.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		10		9				19
Falling from trains and en- gines.....	1	4					1	4
Derailements		1						1
Other causes		4		1	3	4	3	9
Total	1	19		10	3	4	4	33

ACCIDENTS TO PASSENGERS AND OTHERS—STATE OF NORTH DAKOTA.

Kind of Accidents.	Passengers.		Others.					
			Trespassers.		Not Trespassing		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....		1						
Derailements.....		6						
At highway crossings						1		1
At stations		1						
Other causes		5	1	2			1	2
Total		13	1	2		1	1	3

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.			Alignment.		
From	To	Miles.	Number of Curves.	Aggregate Length of Curved Line.	Length of Straight Line.
				Miles.	Miles.
Ashland	North'n Pacific Jct ..	87.5	98	16.9	70.6
North'n Pacific Jct....	Fargo	228.9	115	29.8	199.1
Fargo	Mandan	196.8	101	26.0	170.8
Mandan	Glendive	219.0	257	65.2	188.8
Glendive	Billings	225.1	195	41.8	188.8
Billings	Helena	288.5	178	47.4	191.1
Helena	Hope	297.3	401	89.6	207.7
Hope	Wallula	246.0	289	66.7	179.3
Pasco	Tacoma	258.6	366	68.8	184.8
Tacoma	Portland	141.4	190	43.3	98.1
Total main line ...		2184.1	2,185	495.0	1639.1
Alloues	Duluth	7.7	4	.6	7.1
Duluth	North'n Pacific Jct ..	23.5	49	8.0	15.5
St. Paul	Staples and Brainerd	175.7	92	21.6	154.1
Little Falls	Morris	87.8	100	17.6	70.2
Wadena	Milnor	117.1	99	17.8	99.3
Winnipeg Junction....	National Boundary..	206.7	98	19.7	187.0
Fertile	Crookston	22.8	7	1.2	21.6
Fargo	LaMoure	87.4	47	7.9	79.5
Sanborn	Cooperstown	36.5	29	4.2	32.3
Jamestown	Minnewaukan	102.5	87	8.6	98.9
Jamestown	Oakes	64.2	74	15.1	49.1
Laurel	Red Lodge	46.8	17	5.1	41.7
Livingston	Cinnabar	51.7	68	11.4	40.3
Coal Spur	Cokedale	8.6	40	1.7	1.9
Logan	Butte	70.5	158	19.8	50.7
Prickly Pear	Wickes	20.1	55	5.3	14.8
Jefferson	Calvin	30.0	99	11.6	18.4
Helena	Rimini	16.7	37	3.8	12.9
Clough Junction	Marysville	12.5	57	6.0	6.5

CHARACTERISTICS OF ROAD.

Profile.									
Length of Level Line.	Ascending Grades.					Descending Grades.			
	Number.		Sum of Ascents	Aggregate Length of Ascending Grades.	Number.		Sum of Descents.	Aggregate Length of Descending Grades.	
Miles.			Feet.	Miles.			Feet.	Miles.	
10.9	W	48	1,626	42.5	W	49	1,158	34.1	
57.5	W	128	1,788	74.4	W	153	1,966	97.0	
36.8	W	116	2,541	92.8	W	107	1,770	67.2	
26.3	W	118	3,144	115.4	W	112	2,650	77.3	
59.6	W	145	1,848	124.5	W	106	805	41.0	
24.7	W	106	3,463	124.2	W	143	2,644	89.6	
30.7	W	83	3,522	66.0	W	135	5,877	200.6	
43.7	W	150	1,962	73.8	W	96	3,716	123.5	
50.6	W	72	3,033	122.2	W	60	3,400	80.8	
52.2	S	82	1,806	37.8	S	70	1,300	51.4	
398.0		1,118	24,133	873.6		1,081	24,796	867.5	
3.0	N	2	14	.6	N	2	30	4.1	
9.7	W	3	505	11.9	W	1	30	1.9	
35.2	N	121	1,454	96.1	N	93	804	44.4	
18.3	W	71	1,107	39.3	W	64	1,093	30.2	
26.1	S W	117	841	42.6	S W	114	1,092	43.4	
67.8	N W	105	710	46.6	N W	124	1,100	92.3	
4.4	N W	7	13	1.5	N W	18	291	16.9	
14.6	W	60	361	51.8	W	40	457	21.0	
5.6	N	56	346	15.4	N	58	333	15.5	
12.5	N W	93	1,033	47.0	N W	89	939	43.0	
13.3	S	72	341	20.8	S	79	533	30.1	
3.0	S	17	2,386	39.4	S	12	30	4.4	
5.6	S	49	1,174	35.2	S	41	490	10.9	
.....	S	6	387	3.3	S	3	7	.3	
2.6	W	13	2,387	52.3	W	8	907	15.6	
1.3	S	9	1,267	18.3	S	2	19	.5	
1.6	S W	9	1,796	20.4	S W	1	742	3.0	
1.6	S W	6	1,415	14.3	S W	1	26	.8	
1.9	N	5	1,108	9.6	N	2	42	1.0	

CHARACTERISTICS OF ROAD—*Continued.*

Working Division or Branches.			Alignment.		
From	To	Miles.	Number of Curves.	Aggregate Length of Curved Line.	Length of Straight Line
				Miles.	Miles.
Drummond	Rumsey	32.2	46	5.7	26.5
Missoula	Grantsdale	50.5	43	6.6	43.9
Hauser Junction	Coeur d'Alene	13.6	33	4.3	9.3
Mission	Burke and Mullen ..	38.4	208	13.7	24.7
Marshall	Genesee	104.4	241	43.1	61.3
Cheney	Almira	87.5	126	24.5	63.0
Orting	Puyallup River	7.6	14	2.1	5.5
Cascade and Palmer ..	Coal Mines	18.6	36	8.2	10.4
Meeker	Seattle	30.5	23	5.3	25.2
Tacoma	Smelter	4.0	36	1.4	2.6
Clealum	Roslyn	3.4	15	1.7	1.7
Fairview	Great Bend	8.9	12	1.7	7.2
LaMoure	Edgeley	21.3	10	1.4	19.9
Minnewaukan	Leeds	18.0	15	3.3	14.7
Total branches ....	.....	1,622.7	2,015	310.0	1312.7
Grand total .....	.....	3,756.8	4,200	805.0	2951.8

Northern Pacific and Manitoba Lines operated under trackage rights not included. Details not available.

CHARACTERISTICS OF ROAD—*Continued.*

Profile.							
Length of Level Line.	Ascending Grades.			Descending Grades.			
	Number.	Sum of Ascents.	Aggregate Length of Ascending Grades.	Number.	Sum of Descents.	Aggregate Length of Descending Grades.	
1.2	S	5	1,884	30.5	S	2	.5
10.3	S	27	688	30.2	S	13	10.0
1.6	S E	18	272	6.0	S E	21	6.0
3.6	E	27	2,486	31.4	E	17	3.4
13.6	S	68	2,082	52.4	S	40	38.4
17.5	W	33	875	25.9	W	36	44.1
.....	S	1	346	7.6	S	.....	.....
1.1	N E	8	1,242	17.1	N E	2	.4
8.0	N	9	92	6.3	N	11	16.2
3.5	W	2	12	.3	W	2	.2
.....	N	1	356	3.4	N	.....	.....
4.9	S	6	17	3.6	S	3	.4
10.2	W	35	369	8.2	W	23	2.9
2.4	N	17	229	8.1	N	15	7.5
306.0	1,078	30,020	797.4	937	13,105	519.3	
699.0	2,196	54,153	1,671.0	1,968	37,891	1,386.8	

CHARACTERISTICS OF ROAD—STATE OF NORTH DAKOTA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Minimum Length.	Maximum Length.	Aggregate Length.
		Feet.	Feet.	Feet.
Bridges—				
Iron	1	.....	.....	1,443
Wooden	22	44	510	2,141
Combination.....	6	150	200	968
Total.....	29	.. .. .	.....	4,552
Trestles	677	15	1,500	59,634

Guage of track, 4 feet, 8½ inches; 855.2 miles.

TELEGRAPH.

OWNED BY COMPANY JOINTLY WITH WESTERN UNION TELEGRAPH CO.

Miles of line	855.2
Miles of wire	2,697.6
Miles of line operated by this company	855.2
Miles of wire operated by this company	2,697.6

STATE OF NEW YORK, }
COUNTY OF NEW YORK. } ss.

We, the undersigned, T. F. Oakes, president, and J. A. Barker, general auditor of the Northern Pacific Railroad company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

T. F. OAKES,
President.

J. A. BARKER,
General Auditor.

Subscribed and sworn to before me this 18th day of October, 1890.

[SEAL.]

L. R. KIDDER,
Commissioner of Deeds in New York for State of North Dakota.

ANNUAL REPORT

OF THE

CHICAGO & NORTHWESTERN RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1890.

HISTORY.

Name of common carrier, Chicago & Northwestern Railway company.

Date of organization, June 7, 1859.

Organized under act of Illinois Legislature, approved February 19, 1859, and act of Wisconsin Legislature, approved March 14, 1859, certificate made June 6, 1859.

Other companies have been consolidated with the Chicago & Northwestern Railway company, as follows:

Name of Company,	Charter or Organization under General Laws.
Dixon, Rockford & Kenosha Ry. Co., Ill. & Wis.	 Organized, January 16, 1864
Galena & Chicago Union R. R. Co., Ill.	 Chartered by act of Illinois, January 16, 1836
	Amended by act of Illinois, March 4, 1837
	Amended by act of Illinois, February 24, 1847
	Amended by act of Illinois, February 11, 1853
	Amended by act of Illinois, February 25, 1854
	Amended by act of Illinois, February 15, 1855
Peninsula Railroad company, Michigan	 Organized, February 8, 1862
Beloit & Madison Railroad company, Wisconsin	Chartered by act of Wisconsin, February 18, 1852
Baraboo Air Line Railroad company, Wisconsin	... Chartered by act of Wisconsin, March 8, 1870
	Amended by act of Wisconsin, January 31, 1871
LaCrosse, Trempealeau & Prescott R'd Co., Wis	.. Chartered by act of Wisconsin, March 6, 1857
	 Amended by act of Wisconsin, April 4, 1864
Menominee River Railroad company, Michigan	 Organized, February 9, 1875
Escanaba & Lake Superior R. R. Co., Michigan	 Organized, November 20, 1880
Elgin & State Line Railroad company, Ill.	 Chartered by act of Illinois, February 12, 1859
Chi., Mil. & N. W. Ry. Co., Ill. & Wis.	 Organized, March 19, 1881

DATES AND AUTHORITY FOR EACH CONSOLIDATION.

Date of Consolidation.	Companies acquired by Consolidation.	Authority for Consolidation.
January 19, 1864...	Dixon, Rockford & Kenosha R. R. Co	... General Railroad Law
June 12, 1864.....	Galena & Chicago Union R. R. Co...	Authority conferred by charter
October 21, 1864...	Peninsula R. R. Co.....	General Railroad Law
January 10, 1871...	Beloit & Madison R. R. Co.....	Authority conferred by charter
March 10, 1871	Baraboo Air Line R. R. Co.....	Authority conferred by charter
January 6, 1877	LaCrosse, Trempealeau & Prescott R'd	Authority conferred by charter
July 1, 1882.....	Menominee River R. R. Co.....	General Railroad Law
July 1, 1882.....	Escanaba & Lake Superior Ry Co....	General Railroad Law
June 7, 1883.....	Elgin & State Line R. R. Co.....	Authority conferred by charter
June 7, 1883.....	Chi., Mil. & N. W. Ry. Co.....	General Railroad Law

ACQUIRED ROADS.

The property and franchises of other companies have been acquired by the Chicago & Northwestern Railway company by purchases, as follows:

Date of Organization.	Companies.	Date of Purchase.	Authority for Purchase.
Apr. 4, 1882...	Galesville & Miss. River R. R. Co., Wisconsin.....	Mch. 16, 1888	General Railroad Law
Mch. 18, 1880..	Rock River R. R. Co., Wisconsin.	Mch. 16, 1888	General Railroad Law
Jan. 26, 1886...	Chicago, Iowa & Nebraska R. R., Iowa	July 1, 1884..	General Railroad Law
June 14, 1889..	Cedar Rapids & Missouri River R. R., Iowa.....	July 2, 1884..	General Railroad Law
June 10, 1876..	Maple River R. R. Co., Iowa.....	July 3, 1884..	General Railroad Law
July 31, 1872..	Stanwood & Tipton R. R. Co., Iowa	Oct. 24, 1884..	General Railroad Law
Mch. 2, 1870..	Iowa Midland Ry. Co., Iowa.....	Oct. 24, 1884..	General Railroad Law
July 2, 1883....	Ottumwa, C. F. & St. P. Ry. Co.	Oct. 24, 1884..	General Railroad Law
June 18, 1889..	Iowa Southwestern Ry. Co., Iowa.	Oct. 24, 1884..	General Railroad Law
Aug. 1, 1870..	Des Moines & Minn. R. R. Co., Iowa	Oct. 24, 1884..	General Railroad Law
Apr. 9, 1886...	Maple Valley Ry. Co., Iowa.....	May 4, 1887..	General Railroad Law
Apr. 15, 1886..	Janesville & Eveansville Ry. Co., Wisconsin....	May 6, 1887..	General Railroad Law
Jan. 13, 1887...	Sioux Valley Ry. Co., Iowa.....	Nov. 2, 1887.	General Railroad Law
Aug. 18, 1878..	Iowa Ry., Coal & Manufacturing Co., Iowa	Nov. 2, 1887.	General Railroad Law
Oct. 30, 1886..	Linn County Ry. Co., Iowa.....	Nov. 2, 1887.	General Railroad Law
June 29, 1888..	Sycamore & Cortland R. R. Co., Illinois	June 7, 1888..	Act of Ill., June 30, 1885
Feb. 15, 1884..	Northern Illinois Ry. Co., Illinois.	June 7, 1888..	Act of Ill., June 30, 1885
Oct. 8, 1886...	Iron River Ry. Co., Michigan.....	June 10, 1889.	General Railroad Law
Aug. 13, 1887.	Iron Range Ry. Co., Michigan....	June 10, 1889.	General Railroad Law
Aug. 8, 1887..	Lake Geneva & Short Line Ry. Co., Wisconsin.....	June 10, 1889.	General Railroad Law
June 15, 1889..	Toledo & Northwestern Ry. Co., Iowa	June 6, 1890..	General Railroad Law

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
A. G. Dulman	New York, N. Y.....	June, 1891
David P. Kimball.....	Boston, Mass.....	June, 1891
Chauncey M. Depew.....	New York, N. Y.....	June, 1891
Samuel F. Barger.....	New York, N. Y.....	June, 1891
Albert Keep	Chicago, Ill.....	June, 1891
M. L. Sykes	New York, N. Y.....	June, 1891
Horace Williams	Clinton, Iowa.....	June, 1892
Frederick L. Ames	Boston, Mass.....	June, 1892
John M. Burke.....	New York, N. Y.....	June, 1892
Marvin Hughitt	Chicago, Ill.....	June, 1892
N. K. Fairbank.....	Chicago, Ill.....	June, 1892
W. L. Scott.....	Erie, Pa.	June, 1893
Percy R. Pyne.....	New York, N. Y.....	June, 1893
F. W. Vanderbilt.....	New York, N. Y.....	June, 1893
W. K. Vanderbilt.....	New York, N. Y.....	June, 1893
H. McK. Twombly	New York, N. Y.....	June, 1893
John I. Blair.....	Blairstown, N. J.....	June, 1893

Total number of stockholders at date of last election, 3,457.

Date of last meeting of stockholders for election of directors, June 5, 1890.

Postoffice address of general office, Chicago and New York.

Postoffice address of operating office, Chicago.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Albert Keep.....	 Chicago, Ill.
President	Marvin Hughitt.	 Chicago, Ill.
First Vice President.....	Martin L. Sykes.	 New York, N. Y.
Second Vice President.....	Marshall M. Kirkman.....	 Chicago, Ill.
Third Vice President.....	William H. Newman	 Chicago, Ill.
Secretary ..	Martin L. Sykes	 New York, N. Y.
Treasurer	Martin L. Sykes	 New York, N. Y.
General Counsel.....	William C. Goudy.....	 Chicago, Ill.
General Attorney.....	William B. Keep	 Chicago, Ill.
Auditor.	J. B. Redfield	 Chicago, Ill.
General Manager.....	John M. Whitman	 Chicago, Ill.
Chief Engineer.....	John E. Blunt.....	 Chicago, Ill.
General Superintendent.....	Sherburne Sanborn	 Chicago, Ill.
Assistant General Superintendent	Peter Hallenbeck	 Winona, Minn.
Division Supt. N. Dakota line...	James S. Oliver.....	 Huron, S. D.
Superintendent of Telegraph....	George H. Thayer	 Chicago, Ill.
General Freight Agent.....	Hiram A. McCullough.....	 Chicago, Ill.
General Passenger Agent.....	William A. Thrall	 Chicago, Ill.
General Ticket Agent.....	William A. Thrall	 Chicago, Ill.
General Baggage Agent.....	Nathaniel A. Phillips.....	 Chicago, Ill.
Land Commissioner	Charles E. Simmons	 Chicago, Ill.

PROPERTY OPERATED.

[For roads making operating reports.]

MILES OF COMPLETED ROAD JUNE 30, 1890,

	Total.	Illinois.
Lines chartered as, or consolidated with Chicago & Northwestern Railway Company—		
Chicago to Council Bluffs	491.00	137.88
Chicago to Freeport.....	121.00	121.00
Geneva to Aurora	9.40	9.40
Geneva to St. Charles	2.40	2.40
Stamora to Cortland.....	4.64	4.64
Elgin to Williams Bay.....	51.04	35.82
Belvidere to Spring Valley.....	75.78	75.78
So. Bra. Junction to river (Chicago)	4.50	4.50
Clinton to Anamosa (quarry).....	73.54	.....
Stanwood to Tipton	8.50	.....
Cut off near Cedar Rapids	5.96	.....
Des Moines to Jewell Junction	59.09	.....
Tama to Elmore.....	164.54	.....
Jewell Junction to Wall Lake Junction	73.68	.....
Eagle Grove to Hawarden.....	145.20	.....
Belle Plaine to Muchakinock.....	64.00	.....
Boone to coal banks	3.25	.....
Maple River Junction to Onawa	80.85	.....
Wall Lake to Merville	79.87	.....
Carroll to Kirkman	34.81	.....
Manning to Audubon	17.00	.....
Chicago to Fort Howard	242.20	69.73
Appleton Water Power extension	3.68	.....
Kenosha to Rockford	72.10	44.08
Chicago to Montrose	5.20	5.20
Chicago to Milwaukee.....	85.00	44.60
Milwaukee to Fond du Lac.....	62.63	.....
Sheboygan to Princeton	78.40	.....
Milwaukee to Montfort.....	140.88	.....
Montfort to Galena	46.34	10.30

PROPERTY OPERATED.

[For roads making operating reports.]

MILES OF COMPLETED ROAD JUNE 30, 1890.

Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
353.12					
	15.22				
73.57					
8.50					
5.96					
59.09					
164.22			.34		
73.68					
145.20					
64.00					
3.25					
80.85					
79.87					
34.81					
17.00					
	172.47				
	3.63				
	28.07				
	40.40				
	62.63				
	78.40				
	140.88				
	36.04				

PROPERTY OPERATED—*Continued.*

[For roads making operating reports.]

MILES OF COMPLETED ROAD JUNE 30, 1890.

	Total.	Illinois.
Lines chartered as, or consolidated with the Chicago & Northwestern Railway company—		
Monfort to Woodsman	30.50	.....
Ipswich to Platteville	4.00	.....
Lancaster Junction to Lancaster	12.04	.....
Jamesville to Alton	6.10	.....
Belvidere to Winona	227.00	21.00
Winona Junction to La Crosse	3.96	.....
Trempealeau to Galesville	6.71	.....
Evansville to Janesville	15.68	.....
Fort Howard to Republic	202.64	.....
Clowry to Michigamme	10.44	.....
Wabick to Champion	1.23	.....
Powers to Watersmeet	104.33	.....
Stager to Crystal Falls	9.10	.....
Narenta to Metropolitan	34.96	.....
Branches to mines off main line	42.27	.....
Off E. & L. S. line	8.44	.....
Off Menom. river line	36.13	.....
Total.	3,061.91	586.28
Proprietary lines, viz—		
Princeton & Western Railway	16.06	.....
Valley Junction to Necedah .....	.....	.....
Winona & St. Peter Railroad	448.48	.....
Winona to Watertown .....	.....	.....
Mankato Junction to Mankato .....	.....	.....
Sleepy Eye to Redwood Falls .....	.....	.....
Rochester to Zumbrota .....	.....	.....
Eyota to Plainview .....	.....	.....
Eyota to Chatfield .....	.....	.....
Tracy to Dakota line .....	.....	.....
Dakota Central Railway	723.98	.....
Minnesota State line to Pierre .....	.....	.....

PROPERTY OPERATED—*Continued.*

[For roads making operating reports.]

MILES OF COMPLETED ROAD JUNE 30, 1890.

Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
	30.50				
	4.00				
	12.04				
	6.10				
	205.87		.13		
	3.96				
	6.71				
	15.68				
	49.45	153.19			
		10.44			
		1.23			
	13.73	90.60			
		9.10			
		34.86			
		42.27			
		8.44			
	4.71	31.42			
1,163.12	980.49	381.55	.47		
	16.06				
			288.50	34.48	
			3.75		
			24.40		
			24.48		
			15.01		
			11.46		
			46.40		
				209.11	

PROPERTY OPERATED—*Continued.*

[For roads making operating reports,]

MILES OF COMPLETED ROAD JUNE 30, 1890.

	Total.	Illinois.
Proprietary lines, viz:—		
James Valley Junction to Oakes.....	.....	.....
Watertown to Gettysburg.....	.....	.....
Watertown Junction to Watertown.....	.....	.....
Iroquois to Hawarden (State line).....	.....	.....
Centerville to Yankton.....	.....	.....
Doland to Groton.....	.....	.....
Total.....	1,188.47	.....
Recapitulation—		
Chicago & Northwestern Railway (chartered or consolidated) ..	3,061.91	586.28
Proprietary lines.....	1,188.47	.....
Total.....	4,250.38	586.28
Lines operated under trackage rights—		
Milwaukee, Lake Shore & Western Railway company, in the city of Watersmeet, Mich.....	.47	.....
Green Bay, Winona & St. Peter Railway company.....	4.07	.....
Total.....	4.54	.....
Total mileage operated.....	4,254.92	586.28

PROPERTY OPERATED—*Continued.*

[For roads making operating reports,]

MILES OF COMPLETED ROAD JUNE 30, 1890.

Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
				117.67	14.28
				146.25	
				43.88	
				125.49	
				28.46	
				33.84	
	16.06		414.00	744.13	14.28
1,163.12	990.49	381.55	.47		
	16.06		414.00	744.13	14.28
1,163.12	946.55	381.55	414.47	744.13	14.28
		.47			
	4.07				
	4.07	.47			
1,163.12	950.62	382.02	414.47	744.13	14.28

PROPERTY OPERATED.—*Continued.*

[For roads making operating reports.]

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of Business.	Title—Owned, Leased, etc.	State or Territory.
Western Town Lot Co. }	Establishing towns and selling town lots	Own'ship of stock	Iowa, Minn., N. and S. Dak.
Pioneer Town Site Co. }		Own'ship of stock	Nebraska and South Dakota.
Minnesota Land grant. }	Selling lands.....	Owned by proprietary company.	Minnesota and South Dakota.
Wisconsin Land grant. }	Selling lands.....	Owned	Wisconsin.
Michigan Land grant.. }	Selling lands.....	Owned	Michigan.
Consolidation Coal Co. ...	Mining and seling coal	Own'ship of stock	Iowa.

CAPITAL STOCK.

Description.	Number of Shares.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
					Rate Per Cent.	Amount.
Capital stock and scrip C. & N. W. Ry. Co. common, including \$10,007,-530.66 owned by company.....	418,848	\$ 100 00	No fixed amount.	\$41,884,865 97	6	\$1,882,194 00
Capital stock and scrip C. & N. W. Ry. Co. preferred, including \$2,284,-56 owned by company.....	228,354	100 00		22,335,454 56	7	1,562,785 00
Capital stock of proprietary companies whose operations, etc., are embraced in this report, common.....	28,125	100 00		2,812,500 00	....	.....
Total	665,328	.....	.....	\$66,532,820 53	....	\$3,444,979 00

Manner of Payment for Capital Stock.	Number Shares Issued During Year.	Total Number of Shares.	Total Cash Realized.
Issued for cash, 1865-1869—preferred.....	.....	36,400	\$ 2,911,466 14
Issued by proprietary companies for account of construction—common .....	.....	28,125	.....
Issued for properties acquired—common.....	.....	395,276	.....
Preferred.....	.....	110,899	.....
Issued for retiring bonds—common	100	5,340	.....
Preferred	100	51,970	.....
Issued in 1867 and 1869 for dividends in lieu of income used for construction } Common.	.....	13,232	.....
..... } Preferred	.....	24,086	.....
Total	200	665,328	.....

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.
	Date of Issue.	When Due.		
Mortgage Bonds—				
C. R. & M. R. R. R., 1st Div., 1st mtge	Aug. 1, 1861	Aug. 1, 1891	\$ 700,000	\$ 700,000
C. I. & N. R. R., 1st mtge....	Aug. 15, 1862	Aug. 15, 1892	129,000	129,000
C. R. & M. R. R., 2d Div., 1st mtge.....	Aug. 1, 1863	Aug. 1, 1894	640,000	582,000
Maple River R. R., 1st mtge..	July 1, 1877	July 1, 1897	520,000	488,000
Chi. & Mil. Ry., 1st mtge.	July 1, 1868	July 1, 1898	1,700,000	1,700,000
Peninsula R. R., 1st mtge.	July 1, 1868	Sept. 1, 1898	1,200,000	1,200,000
Iowa Midland Ry., 1st mtge ..	Aug. 1, 1870	Oct. 1, 1900	1,350,000	1,350,000
Escanaba & Lake Superior Ry., 1st mtge	July 1, 1881	July 1, 1901	720,000	720,000
C. & N. W. Ry., gen. con. gold	Nov. 30, 1872	Dec. 1, 1902	48,000,000	13,651 000
Mil. & Madison Ry., 1st mtge.	Sept. 1, 1880	Sept. 1, 1905	1,600,000	1,600,000
Chi. & Tomah R. R., 1st mtge.	Sept. 1, 1880	Nov. 1, 1905	1,528,000	1,528,000
C., M. & N. W. Ry., con- struction.....	May 1, 1882	Nov. 1, 1905	750,000	750,000
Menominee River R. R., 1st mtge.....	July 1, 1876	July 1, 1906	400,000	400,000
Men. River R. R. Exten., 1st mtge.....	Jan. 1, 1880	July 1, 1906	160,000	160,000
Des Moines & Minn. R. R., 1st mtge.....	Feb. 1, 1882	Feb. 1, 1907	600,000	600,000
Dakota Cent. Ry., 1st mtge (W. & St. P. Con.).....	May 1, 1882	Sept. 1, 1907	1,065,000	1,065,000
W. & St. P. R. R. 2d (now 1st) mtge.....	Nov. 1, 1867	Nov. 1, 1907	1,800,000	1,650,000
Dakota Cent. Ry., 1st mtge (S. E. Div.).....	Nov. 1, 1882	Nov. 1, 1907	2,000,000	2,000,000
Roch. & No. Minn. Ry., 1st mtge.....	Sept. 1, 1878	Sept. 1, 1908	200,000	200,000
Plainview R. R., 1st mtge....	Sept. 1, 1878	Sept. 1, 1908	100,000	100,000
Minn. Valley Ry., 1st mtge...	Oct. 1, 1878	Oct. 1, 1908	150,000	150,000
O. C. F. & St. P. Ry., 1st mtge	Mar. 1, 1884	Mar. 1, 1909	1,600,000	1,600,000
C. R. & M. R. R. R., mtge of 1884.....	June 1, 1884	June 1, 1909	769,000	769,000
No. Illinois Ry., 1st mtge....	April 1, 1885	Mar. 1, 1910	1,600,000	1,500,000
Madison Exten., 1st mtg sink- ing fund.....	April 1, 1871	April 1, 1911	3,150,000	3,150,000

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Amount Outstanding.	Cash Realized on Amount Issued.	Interest.			
		Rate.	When Payable.	Amount Ac- rued During the Year.	Amount Ma- tured During the Year.
\$ 700,000	These bonds were assumed by the C. & N. W. Ry. Co. when it acquired the roads named.	7	Feb. 1-Aug. 1.	\$ 49,000 00	\$ 49,000 00
129,000		7	Feb. 15-Aug. 15.	9,080 00	9,080 00
582,000		7	Feb. 1-Aug. 1.	40,740 00	40,740 00
402,500		7	Jan. 1-July 1.	28,175 00	28,175 00
1,700,000		7	Jan. 1-July 1.	119,000 00	119,000 00
182,000		7	Mch. 1-Sept. 1.	10,178 86	10,640 00
1,850,000	\$ 12,817,979 18	8	Apr. 1-Oct. 1.	108,000 00	108,000 00
720,000		6	Jan. 1-July 1.	43,200 00	43,200 00
12,836,000		7	June 1-Dec. 1.	868,520 00	868,520 00
1,600,000		6	Mar. 1-Sept. 1.	96,000 00	96,000 00
1,528,000		6	May 1-Nov. 1.	91,680 00	91,680 00
750,000		6	May 1-Nov. 1.	45,000 00	45,000 00
400,000	These bonds were assumed by the C. & N. W. Ry. Co. when it acquired the roads named.	7	Jan. 1-July 1.	28,000 00	28,000 00
160,000		7	Jan. 1-July 1.	11,200 00	11,200 00
600,000		7	Feb. 1-Aug. 1.	42,000 00	42,000 00
1,065,000		6	Mar. 1-Sept. 1.	68,900 00	68,900 00
1,592,000	1,460,280 00	7	May 1-Nov. 1.	111,440 00	111,440 00
2,000,000	2,012,000 00	6	May 1-Nov. 1.	120,000 00	120,000 00
200,000	These bonds assumed by W. & St. P. R. R. when it acquired the roads named.	7	Mar. 1-Sept. 1.	14,000 00	14,000 00
100,000		7	Mar. 1-Sept. 1.	7,000 00	7,000 00
150,000		7	Apr. 1-Oct. 1.	10,500 00	10,500 00
1,600,000	These bonds assumed by C. & N. W. Ry. Co. when it acquir- ed the roads named.	5	Mar. 1-Sept. 1.	80,000 00	80,000 00
769,000		7	June 1-Dec. 1.	58,880 00	58,880 00
1,500,000		5	Mar. 1-Sept. 1.	75,900 00	75,000 00
3,150,000	\$ 2,768,429 92	7	Apr. 1-Oct. 1.	220,500 00	220,500 00

FUNDED DEBT—Continued.**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.**

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.
	Date of Issue.	When Due.		
Menominee Exten., 1st mtge sinking fund.....	June 1, 1871	June 1, 1911	2,700,000	2,700,000
C. & N. W. Ry. Con. sinking fund, currency.....	June 16, 1885	Feb. 1, 1915	12,900,000	12,767,000
C. R. & M. R. R. R., 3d Div., 1st mtge.....	May 1, 1886	May 1, 1916	2,500,000	2,332,000
W. & St. P. R. R. Ext. West Div., 1st mtge.....	Dec. 1, 1871	Dec. 1, 1916	4,375,000	4,375,000
No. West. Union Ry., 1st mtge	June 1, 1872	June 1, 1917	3,500,000	3,500,000
				\$ 63,416,000
Miscellaneous Obligations. (Collateral Trust Bonds)—				
C. & N. W. Ry., sinking fund of 1879—6 per cent.....	Oct. 1, 1879	Oct. 1, 1929	15,000,000	\$ 6,440,000
C. & N. W. Ry., sinking fund of 1879—5 per cent.....	Oct. 1, 1879	Oct. 1, 1929		8,560,000
C. & N. W. Ry., extension of 1886.....	April 15, 1886	Aug. 15, 1926	20,000,000	15,912,000
C. & N. W. Ry., extension of 1886.....	April 15, 1886	Aug. 15, 1926		
				\$ 30,912,000
Debenture Bonds—				
C. & N. W. Ry. 25-year deben- tures of 1909.....	July 1, 1884	Nov. 1, 1909	6,000,000	\$ 4,000,000
C. & N. W. Ry. sinking fund debentures of 1903.....	May 1, 1883	May 1, 1903	10,000,000	10,000,000
				\$ 14,000,000
Total.....				\$ 108,328,000

*These bonds issued in place of first mortgage bonds of roads whose lines are included in this report.

†These bonds issued in place of first mortgage bonds of roads whose lines are not included in this report.

FUNDED DEBT—Continued.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Amount Outstanding.	Cash Realized on Amount Issued.	Interest.			
		Rate.	When Payable.	Amount Ac- rued During the Year.	Amount Ma- tured During the Year.
2,697,000	{ Part for cash and part for con- struction.	7	June 1-Dec. 1.	188,790 00	188,790 00
12,767,000	{ Part for cash and part for oth- er bonds.	7	{ Feb. 1-May 1. Aug. 1-Nov. 1.	892,220 00	892,220 00
2,332,000	{ Bonds assum- ed by C. & N. W. Ry. Co.	7	May 1-Nov. 1.	168,240 00	168,240 00
4,241,000	\$ 3,937,500 00	7	June 1-Dec. 1.	296,870 00	296,870 00
3,500,000	{ Bonds assum- ed by C. & N. W. Ry. Co.	7	Mar. 1-Sept. 1.	245,000 00	245,000 00
\$ 60,752,500				\$ 4,127,008 86	\$ 4,127,475 00
\$ *6,306,000	\$ 6,364,346 67	6	Apr. 1-Oct. 1.	\$ 378,300 00	\$ 378,300 00
*8,016,000	8,100,675 00	5	Apr. 1-Oct. 1.	402,500 02	404,200 00
*4,897,000	15,008,905 20	4	Feb. 15-Aug. 15.	195,880 00	195,880 00
+11,015,000		4	Feb. 15-Aug. 15.	440,600 00	440,600 00
\$ 30,233,000				\$ 1,417,290 02	\$ 1,418,980 00
\$ 4,000,000	3,807,550 88	5	May 1-Nov. 1.	\$ 200,000 00	200,000 00
10,000,000	9,150,000 00	5	May 1-Nov. 1.	500,000 00	500,000 00
\$ 14,000,000				\$ 700,000 00	\$ 700,000 00
\$ 104,985,500				\$ 6,244,288 88	\$ 6,246,455 00
Less interest collected on bonds deposited with trustee in place of bonds issued by C. & N. W. Ry. Co. (the interest on which latter is included in the above)				440,600 00	440,600 00
				\$5,808,688 88	\$ 5,805,855 00

FUNDED DEBT—Continued.**EQUIPMENT TRUST OBLIGATIONS.**

Deferred payments—principal		\$ 30,912,000 00	
Amount outstanding		30,233,000 00	
Deferred payments—interest accrued during year	\$ 1,417,330 02		
Less credit to interest	440,600 00		
			976,680 02
Deferred payment—interest matured during year	\$ 1,418,930 00		
Less credit to interest	440,600 00		
			978,330 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Accrued During Year.	Amount Matured During Year.
Mortgage bonds	\$ 63,416,000 00	\$ 60,752,500 00	\$ 4,127,008 36	\$ 4,127,475 00
Miscellaneous obligations	30,912,000 00	30,233,000 00	976,680 02	978,330 00
Debenture bonds	14,000,000 00	14,000,000 00	700,000 00	700,000 00
Total	\$ 108,328,000 00	\$ 104,985,500 00	\$ 5,803,688 38	\$ 5,805,805 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current Liabilities Accrued to and Including June 30, 1890.	Amount.
Cash	\$ 696,620 57	Audited vouchers and accounts	\$ 912,869 84
Bills receivable	26,786 80	Wages and Salaries	1,163,985 51
Due from agents	1,596,020 98	Net traffic balances due to other companies	263,272 61
Due from solvent companies and individuals	88,608 16	Dividends not called for	86,506 75
* Other cash assets (due from United States government) .	206,140 74	Matured interest coupons unpaid (including coupons due July 1st)	332,431 53
Balance—current liabilities	277,763 06	Rentals due July 1st	6,000 00
Total	\$ 2,775,068 23	Total	\$ 2,775,068 23

* Materials and supplies on hand, \$2,071,297.20.

RECAPITULATION.

FOR MILEAGE OWNED (INCLUDING PROPRIETARY COMPANIES WHOSE OPERATIONS ARE EMBRACED IN THIS REPORT.)

Account.	Total amount out- standing.	Apportionment.		Amount per mile of road.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital Stock.....	\$ 66,582,820 53	\$ 66,282,820 53	\$ 250,000 00	4,250 88	\$ 15,504 56
Bonds.....	104,985,500 00	104,985,500 00	.....	4,250 88	24,700 26
Total.....	\$ 171,518,320 53	\$ 171,268,320 53	\$ 250,000 00	4,250 88	\$ 40,204 82

RECAPITULATION.
FOR MILEAGE OPERATED.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	Amount Per Mile of Road.	
					Miles.	Amount.
Chicago & Northwestern Railway company and proprietary companies whose operations are included in this report.....	\$ 68,282,820 13	\$ 104,985,500 00	\$ 2,775,088 28	\$ 174,043,408 76	4,280 38	\$ 40,947 73

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.		Total Cost to June 30, 1890.	Total Cost to June 30, 1890.	Cost Per Mile.
	Included in Operating Expenses.	Not included in Operating Expenses Charged to Construction or Equipment.			
Construction—					
Right of way		\$ 315,381 79			.....
Other real estate					
Fences.....		42,251 13			.....
Grading and bridge and culvert masonry.....		234,121 49			.....
Bridges and trestles		80,548 71			.....
Rails		111,866 59			.....
Ties		75,445 10			.....
Other superstructure		47,168 72			.....
Buildings, furniture and fixtures		306,331 80			.....
Shop machinery and tools		20,510 15			.....
Engineering expenses		12,792 33			.....
Interest during construction					
Discount on securities sold for construction					
Telegraph line					
Wharfing, etc.		88,949 11			.....
Sidings and yard extensions		444,174 12			.....
Terminal facilities and elevators					

Road built by contract.....	.....	.....	.....	.....	.....
Purchase of constructed road .....	.....	.....	.....	.....	.....
Other items.....	87,589 56	.....	.....	.....	.....
Total construction	\$ 1,516,279 10	\$ 138,858,013 79	\$ 135,374,292 89	.....	.....
Credited to cost of road during the year, being amount of stock of T. & N. W. Railway dropped from the accounts .....	.....	.....	8,302,500 00	.....	.....
Balance—cost of road as per balance sheet.....	.....	.....	\$ 127,571,792 89	\$ 29,987 15	.....
Equipment—	.....	.....	.....	.....	.....
Locomotives	\$ 108,028 76	.....	.....	.....	.....
Passenger cars	40,546 11	.....	.....	.....	.....
Sleeping, parlor and dining cars .....	.....	.....	.....	.....	.....
Baggage, express and postal cars	16,153 66	.....	.....	.....	.....
Combination cars .....	.....	.....	.....	.....	.....
Freight cars	665,462 15	.....	.....	.....	.....
Other cars of all classes .....	.....	.....	.....	.....	.....
Floating equipment.....	.....	.....	.....	.....	.....
Total equipment	\$ 891,188 68	\$ 27,065,508 42	\$ 27,956,697 10	6,577 46	.....
Grand total cost construction, equipment, etc.....	\$ 2,707,467 78	\$ 160,923,522 21	\$ 155,328,489 99	\$ 36,544 61	.....
Total cost of construction, equipment, etc.,—State of North Dakota (proportional)	\$ 9,096 23	\$ 540,654 69	\$ 521,857 07	\$ 36,544 61	.....

INCOME ACCOUNT.

FROM ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 27,424,193 46	
Less operating expenses	17,043,868 85	
Income from operation.....		\$ 10,377,324 61
Interest on bonds owned.....	\$ 458 34	
Dividends on stocks owned	216,243 00	
Miscellaneous income—less expenses.....	124,178 86	
Dividend on stock of Consolidation Coal company, whose accounts are embraced in the balance sheet ..	69,000 00	
Income from other sources.....		\$ 409,879 70
Total income.....		\$ 10,787,204 31
Deductions from Income—		
Interest on funded debt accrued.....	\$ 5,903,688 88	
Taxes.....	758,043 04	
Other deductions—sinking funds.....	202,570 00	
Total deductions from income		\$ 6,764,301 42
Net income.....		\$ 4,022,902 89
Dividends, 6 per cent., common stock	\$ 1,882,194 00	
Dividends, 7 per cent., preferred stock	1,562,785 00	
Total		\$ 3,444,979 00
Surplus from operations of year ending June 30, 1890....		\$ 577,923 89
Surplus on June 30, 1889. [From "General Balance Sheet," 1889 report.].....	\$ 5,042,579 52	
Deductions for year, less amount charged to income ac- count for reduction of cost of stock of the C., St. P. M. & O. Ry. Co. on company's books to \$10,000,000	\$ 815,659 90	
Surplus on June 30, 1890. [For entry on "General Bal- ance Sheet"]		\$ 4,726,919 62
		\$ 5,304,843 51

EARNINGS FROM OPERATION.

STATE OF NORTH DAKOTA.

Item.	Total Receipts.	Deductions, Accounts of Repayments, etc.	Actual Earnings.
Passenger—			
Passenger revenue	\$ 3,145 61		
Excess fares refunded		\$ 1 94	
Total deductions		\$ 1 94	
Total passenger revenue			\$ 3,143 67
Mail			1,802 27
Express			455 81
Extra baggage and storage			23 96
Other items (train and station privileges)			1 80
Total passenger earnings			\$ 4,927 51
Freight—			
Freight revenue	\$ 2,226 29		
Overcharge to shippers		\$ 108 74	
Total deductions		\$ 108 74	
Total freight revenue			\$ 2,122 55
Total freight earnings			\$ 2,122 55
Total passenger and freight earnings			\$ 7,050 06
Total gross earnings from operation— North Dakota			\$ 7,050 06
Total gross earnings from operation— Entire line			\$ 27,421,198 46

BONDS OWNED.

Name.	Total Amount Held.	Rate Per Cent.	Income or Interest Received.
Chicago, Iowa & Dakota Ry. 1st mortgage bonds ..	\$ 33,000 00	.....	.....
Clifton Hights Land company 1st mortgage bonds.	7,688 89	6	\$ 458 34
Total	\$ 40,688 89	.....	\$ 458 34

STOCKS OWNED.

OF COMPANIES NOT EMBRACED IN THIS REPORT.

Name.	Total Par Value.	Rate Per Cent.	Income or Dividend Received.
Chicago, St. Paul, Minneapolis & Omaha Railway company, common	\$ 9,320,000	.....	.....
Chicago, St. Paul, Minneapolis & Omaha Railway company, preferred	5,880,000	4	\$ 215,200
Sioux City & Pacific Railroad company, common...	1,888,000	.....	.....
Sioux City & Pacific Railroad company, preferred..	14,900	7	1,043
Fremont, Elkhorn & Missouri Valley Railroad company	25,050,000	.....	.....
Wyoming Central Railway company	2,100,000	.....	.....
South Dakota Western Railway company.....	5,000	.....	.....
Missouri Valley & Blair Railway & B. company...	1,085,000	.....	.....
Sioux City Bridge company.....	75,400	.....	.....
Total	\$ 44,918,300	.....	\$ 216,243

MISCELLANEOUS INCOME.

INTEREST ON NOTES, CALL LOANS, DISCOUNTS ON ACCOUNTS PAYABLE, Etc.

Gross income.....	\$ 130,895 84
Less expenses.....	6,717 48
Net miscellaneous income	\$ 124,178 36

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.]

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures—			
Repairs of roadway	\$ 628,585 59	\$ 1,280,848 16	\$ 1,909,433 75
Renewals of rails	67,608 91	137,754 25	205,358 16
Renewal of ties	164,643 18	335,487 99	500,131 17
Repairs of bridges and culverts	113,288 62	230,844 48	344,133 10
Repairs of fences, road-crossings, signs and cattle guards	53,221 68	106,448 06	161,669 74
Repairs of buildings	119,582 52	243,669 37	363,251 89
Repairs of docks and wharves .....	.....	183,738 80	183,738 80
Repairs of telegraph	9,295 65	18,941 45	28,237 10
Total	\$ 1,156,221 15	\$ 2,539,782 56	\$ 3,696,003 71
Maintenance of equipment—			
Repairs and renewals of locomotives	\$ 215,162 81	\$ 896,396 63	\$ 1,113,561 44
Repairs and renewals of passenger cars	373,474 98	.....	373,474 98
Repairs and renewals of freight cars .....	.....	1,052,780 61	1,052,780 61
Repairs and renewals of ferry-boats, tugs, floats and barges ..	224 29	457 08	681 32
Shop machinery, tools, etc	22,505 00	45,857 70	68,362 70
Total	\$ 611,367 08	\$ 1,997,493 97	\$ 2,608,861 05
Conducting Transportation—			
Wages of enginemen, firemen and roundhouse-men	\$ 641,642 87	\$ 1,307,454 56	\$ 1,949,097 43
Fuel for locomotives	676,362 00	1,378,200 59	2,054,562 59
Water supply for locomotives	35,444 25	72,223 58	107,667 83
All other supplies for locomotives	30,963 68	63,098 67	94,057 35
Wages of other trainmen	391,133 68	1,087,875 58	1,429,009 21
All other train supplies	116,171 65	101,816 97	217,988 62
Wages of switchmen, flagmen and watchmen ..	224,003 81	456,445 18	680,448 99
Expense of telegraph, including train dispatchers and operators	117,231 55	263,878 87	381,110 42
Wages of station agents, clerks and laborers ..	582,761 56	1,187,474 04	1,770,235 60
Station supplies	28,047 24	57,150 96	85,198 19

OPERATING EXPENSES—Continued.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.]

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Conducting Transportation—			
Switching charges—balance		77,981 65	77,981 65
Car mileage—balances	22,172 04	86,716 65	106,888 69
Loss and damage	1,924 38	94,294 38	96,218 76
Injuries to persons	120,087 48	157,662 50	277,690 98
Expenses of barges, floats, tugs, ferry-boats, including wages, fuel and supplies	875 70	1,784 40	2,660 10
Total	\$ 2,988,771 89	\$ 6,319,003 52	\$ 9,307,775 41
General Expenses—			
Salaries of officers	\$ 57,657 07	\$ 117,485 90	\$ 175,142 97
Salaries of clerks	99,583 08	202,917 06	302,500 09
General office expenses and supplies	34,808 04	70,927 21	105,735 25
Agencies, including salaries and rent	68,598 58	139,781 08	208,379 66
Advertising	32,944 04	67,129 00	100,073 04
Commissions	62,408 54	82,567 09	144,975 63
Insurance	594 30	1,210 98	1,805 28
Expense of fast freight lines		1,479 90	1,479 90
Expenses of traffic associations	3,576 22	45,984 53	49,560 75
Expense of stock yards and elevators		951 04	951 04
Rents for tracks	18,436 21	37,566 86	56,003 07
Rents not otherwise provided for	3,536 97	7,207 18	10,744 15
Legal expenses	32,465 45	66,153 77	98,619 22
Stationery and printing	57,713 25	117,800 38	175,513 63
Total	\$ 472,316 70	\$ 958,961 98	\$ 1,431,278 68
Recapitulation of Expenses—			
Maintenance of way and structures	\$ 1,156,221 15	\$ 2,538,732 56	\$ 3,695,953 71
Maintenance of equipment	611,367 08	1,997,493 97	2,608,861 05
Conducting transportation	2,988,771 89	6,319,003 52	9,307,775 41
General expenses	472,316 70	958,961 98	1,431,278 68
Grand total	\$ 5,228,676 82	\$ 11,815,192 03	\$ 17,043,868 85
Percentage of expenses to earnings—entire line	69.85	59.27	62.16

OPERATING EXPENSES.—*Continued.*

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.]

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic	Total.
* Operating Expenses—State of North Dakota—			
Maintenance of way and structures	\$ 3,880 41	\$ 8,523 63	\$ 12,404 04
Maintenance of equipment	2,051 82	6,708 82	8,755 64
Conducting transportation	10,040 66	21,207 80	31,237 96
General expenses	1,585 15	3,218 89	4,803 54
Total	\$ 17,584 04	\$ 39,653 14	\$ 57,201 18

*Proportional on basis of miles of road.

RENTALS PAID.

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation of Property.	Situation of Property Leased.	Name of Company Owning property Leased.	Cash.	Total.
Tracks:	Grand Crossing to LaCrosse, paid F. E. & M. V. R. R. Co. on account track siding at Lindwern, Wis., sidings and spurs in Oshkosh, Wis...	G. B. W. & St. P. Rv. Co. Blair & Omaha Chi. Mil. & St. P. Ry. Oshkosh Transportation Co.....	\$ 2,156 76 10,565 48 1,250 00 3,001 75	
Total...				\$ 17,573 99
Bridge:	Bridge over Mississippi river at Clinton, Iowa.....	Albany Railroad Bridge Co.....	\$ 12,000 00	
Total ...				\$ 12,000 00
Terminals:	U. P. transfer station at Council Bluffs...	Union Pacific Ry. Co.	\$ 4,400 00	
	Shea & George, dock, Milwaukee	Shea & George.....	22,029 08	
Total...				\$ 26,429 08
Total rentals.....				\$ 56,003 07
Grand total rentals paid.....				\$ 56,003 07

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June 30, 1889, Reconstructed.	June 30, 1890.	Year Ending June 30, 1890.	
			Increase.	Decrease.
Cost of road.....	\$ 183,863,013 79	\$ 127,371,792 89	.....	\$ 6,496,220 70
Cost of equipment.....	27,065,508 42	27,966,697 10	\$ 891,188 68	.....
Bonds of other companies owned.....	40,638 89	40,638 89	.....	.....
Stocks of other companies owned.....	12,357,333 40	12,046,913 50	.....	310,419 90
Other permanent investments.....	276,000 00	422,798 75	146,798 75	.....
Cost of property Consolidation Coal company, Western Town Lot company and Pioneer Town Lot company.....	529,118 86	552,478 40	23,359 54	.....
Bonds of F., E. & M. V. R. R. and Wy. C. Ry. Co. deposited with trustees as security for a like amount of bonds issued by the C. & N. W. Ry. Co.....	11,015,000 00	11,015,000 00	.....	.....
Cash and current assets.....	4,049,980 61	2,497,323 20	.....	1,552,656 42
Cost of stocks of proprietary companies whose operations are embraced in this report.....	247,500 00	247,575 00	75 00	.....
C. & N. W. Ry. con. F. Cy. bonds on hand.....	1,000 00	21,000 00	20,000 00	.....
Other assets—Materials and supplies.....	2,012,799 46	2,071,297 20	58,497 73	.....
Sinking fund, trustees of.....	4,722,400 00	4,747,970 00	255,570 00	.....
Grand total.....	\$ 196,975,243 44	\$ 188,991,781 96	.....	\$ 6,983,461 51

COMPARATIVE GENERAL BALANCE SHEET—Continued.

Liabilities.	June 30, 1889, Reconstructed.	June 30, 1890.	Year Ending June 30, 1890.	
			Increase.	Decrease.
Capital stock.....	\$ 74,915,320 53	\$ 66,582,820 53	.....	\$ 8,282,500 00
Subscription account stock of Paint River Railway company.....	.....	875 00	875 00	.....
Funded debt.....	105,121,500 00	104,935,500 00	.....	130,000 00
Current liabilities.....	2,989,472 27	2,705,068 28	385,615 98	.....
Notes of Consolidation Coal company for coal lands maturing in 1891.....	125,000 00	125,000 00	.....	.....
Accrued interest on funded debt not yet payable.....	1,274,981 44	1,272,814 82	.....	2,168 62
Fremont, Elkhorn & Missouri Valley Railroad company.....	1,060,578 56	1,088,765 00	.....	51,208 56
Sinking funds paid.....	4,522,400 00	4,747,970 00	225,570 00	.....
Profit and loss—Surplus from operation of road.....	5,042,579 53	5,804,843 51	262,263 98	.....
Surplus C. & N. W. Ry. 5 per cent. I. F, bonds of 1879 redeemed and cancelled.....	.....	136,000 00	136,000 00	.....
Surplus Consolidation Coal company.....	.....	97,167 96	97,167 96	.....
Surplus from land grant, lands and town lots, less deferred payment on same..	1,598,411 12	1,975,427 88	382,015 76	.....
Grand total	\$ 195,675,243 44	\$ 188,901,781 93	.....	\$ 6,983,461 51

EMPLOYEES AND SALARIES—STATE OF NORTH DAKOTA.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
Station agents.....	2	\$ 980 00	\$ 1 59
Other station men	1	270 00	*88
Other shopmen	2	680 00	1 01
Section foremen	2	1,080 00	1 72
Other trackmen	11	3,870 00	1 12
Telegraph operators and dispatchers.....	1	270 00	*88
Total (including "General Officers")—North Dakota	19	\$ 7,110 00	\$ 1 19
Distribution of above—(Estimated)—			
Maintenance of way and structures.....	18	\$ 4,950 00	\$ 1 22
Conducting transportation.....	6	2,160 00	1 15
Total (including "General Officers"), North Dakota	19	\$ 7,110 00	\$ 1 19
Total (including "General Officers"), entire line.....	18,333	\$ 11,208,980 41	\$ 1 95

*Half pay account of joint station.

IMPORTANT CHANGES DURING THE YEAR—STATE OF NORTH DAKOTA.

ALL NEW MORTGAGES OR STOCK ISSUED.

The total bonded indebtedness of the company decreased \$126,000 during the year.

The total capital stock of the company suffered a net decrease of \$8,282,500 during the year, mainly owing to the absorption of the Toledo & Northwestern Railway in Iowa.

CONTRACTS AGREEMENTS, ETC., AFFECTING BUSI- NESS WITHIN STATE OF NORTH DAKOTA.

EXPRESS COMPANIES.

By an agreement with American Express Company of date, February 27, 1890, to be in force for five years from February 1, 1890, the Chicago & Northwestern Railway Company agrees to transport the freight of the express company over all lines operated by the railway company, except to local points between Chicago and Milwaukee, for an annual payment of \$386,000.04 for an estimated limited tonnage and an agreed schedule of rates for any exceptional excess of tonnage.

MAILS.

The company transports mails over any route on its lines when ordered by the United States Postoffice Department.

The company receives such compensation for services as is from time to time fixed.

SLEEPING, PARLOR OR DINING CAR COMPANIES.

Sleeping, parlor or dining cars are not run on this company's lines in North Dakota.

FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

The cars of all transportation companies are allowed to run over this company's lines, paying the regular rates and receiving mileage, and their freight having no preference over other freight of like class.

STEAMBOAT OR STEAMSHIP COMPANIES.

This company has no contracts with steamboat or steamship companies.

TELEGRAPH COMPANIES.

By contract with the Western Union Telegraph Company all lines of road operated by this company are afforded telegraph facilities.

This company having certain wires or rights to their use for the business of the railway company, commercial business being done by the telegraph companies.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.	What Securities Mortgaged.
	From	To	Miles.		
C. R. & Mo. R. railroad 1st div. 1st mortgage	Cedar Rapids, Iowa.....	Marshalltown, Iowa.....	70.00	\$ 10,000 00	.....
C., I. & N. railroad 1st mortgage.....	Clinton, Iowa.....	Cedar Rapids, Iowa	81.80	1,888 71	.....
C. R. & Mo. R. railroad 2d div. 1st mortgage	Marshalltown	Des Moines River	} 54.60	10,659 24	.....
	Clinton, Iowa.....	Lyons			
Maple River railroad 1st mortgage.....	Maple River Junction.....	Mapleton, Iowa.....	60.15	6,691 60	.....
Chicago & Milwaukee railway 1st mortgage.....	Chicago	Milwaukee	85.00	20,000 00	.....
Peninsula railroad 1st mortgage	Escanaba	Negaunee, Mich.....	106.85	1,212 68	.....
Iowa Midland railroad 1st mortgage	Lyons, Iowa.....	Anamosa, Iowa.....	70.97	19,047 48	.....
Escanaba & Lake Superior railway 1st mortgage..	Narenta, Mich	Metropolitan, Mich	48.30	16,628 17	.....
C. & N. W. Ry. general consolidated gold	Chicago (incl. br'nchs to mine)	Ishpeming, Mich	1,669.92	7,831 19	.....
	Chicago	Missouri river opp. Omaha ..			
	Chicago	Freeport, Ill.....			
	Chicago	Fond du Lac, Wis.			
	Belvidere, Ill	Winona, Minn.....			
	Elgin, Ill	Lake Geneva, Wis			
	Kenosha, Wis	Rockford, Ill.....			
	Clinton, Iowa	Anamosa Iowa			
	Stanwood, Iowa	Tipton, Iowa			
	Geneva, Ill	Batavia, Ill.....			

SECURITY FOR FUNDED DEBT--Continued.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Road.	What Securities Mortgaged.
	From	To	Miles.		
C. & N. W. Ry. general consolidated gold.....	Geneva, Ill.....	St. Charles, Ill.....			
	Chicago.....	South branch track.....			
	Montrose.....	Cut-off track.....			
Milwaukee & Madison railway 1st mortgage.....	Milwaukee, Wis.....	Madison, Wis.....	82.00	\$ 19,512 20	
	Galena, Ill.....	Woodman, Wis.....			
Chicago & Tomah railroad 1st mortgage.....	Montfort, Wis.....	Madison, Wis.....			
	Ipswich, Wis.....	Platteville, Wis.....	151.76	15,010 54	
Chicago, Milwaukee & Northern Ry. 1st mortg..	Lancaster Junction..	Lancaster.....			
	Powers, Mich.....	Quinnesec, Mich.....	24.71	16,187 77	
Menominee River railroad 1st mortgage.....	Quinnesec, Mich.....	Wisconsin state line.....	6.87	25,117 74	
Menominee River railroad ext. 1st mortgage.....	Des Moines, Iowa.....	Jewell Junction, Iowa.....	57.84	10,463 90	
Des Moines & Minneapolis railroad 1st mortgage.	Watertown, S. D.....	Redfield, S. D.....	71.00	15,000 00	
Dakota Central Ry. 1st mortgage, W. & St. P. con.	Winona, Minn.....	St. Peter, Minn.....	180.00	11,453 28	
W. & St. P. railroad 2d (2d 1st) mortgage.....	Iroquois, S. D.....	Hawarden, Iowa.....	125.49	15,987 46	
Dakota Cent. Ry 1st mortgage, S. E. div.....	Rochester, Minn.....	Zumbrota, Minn.....	24.48	8,169 98	
Rock & N. Minnesota railway 1st mortgage.....	Eyota, Minn.....	Plainview, Minn.....	15.01	6,662 23	
Plainview railroad 1st mortgage.....	Sleepy Eye, Minn.....	Redwood Falls, Minn.....	24.40	6,147 54	
Minnesota Valley railway 1st mortgage.....	Belle Plain, Iowa.....	Muchakinock.....	64.00	25,000 00	
Ott. C. F. & St. P. railway 1st mortgage.....	Cedar Rapids, Iowa.....	Des Moines river.....	123.00	6,808 28	
C. R. & M. R. railroad mortgage of 1884.....					

Northern Illinois railway 1st mortgage.....	.....	.....	.....	.....
Madison Ext. 1st mortgage sinking fund .....	.....	.....	.....	.....
Menominee Ext. 1st mortgage sinking fund.....	.....	.....	.....	.....
C. & N. W. Ry. consol. sinking fund currency.....	.....	.....	.....	.....
C. R. & M. R. railroad 2d div. 1st mortgage.....	.....	.....	.....	.....
W. & St. P. R. R. extension gold .....	.....	.....	.....	.....
N. W. Union Railway 1st mortgage.....	.....	.....	.....	.....
C. & N. W. Railway extension bonds of 1886, 4 per cent.....	.....	.....	.....	.....
Issued on pledge of collateral bonds which are secured by first mortgages (maturing same date as this mortgage) on lines as follows:				
Mapleton, Ia.....	.....	Onawa, Ia.....	.....	.....
Lake City, Ia.....	.....	Wall Lake, Ia.....	.....	.....
Columbia, S. D.....	.....	Oakes, N. D.....	.....	.....
Redfield, S. D.....	.....	Gettysburg, S. D.....	.....	.....
Doland, S. D.....	.....	Groton, S. D.....	.....	.....
Janesville, Wis.....	.....	Evansville, Wis.....	.....	.....
Kingslev, Ia.....	.....	Moville, Ia.....	.....	.....
Cedar Rapids, Ia. cut off .....	.....	.....	.....	.....
Iron River, Mich.....	.....	Watersmeet, Mich.....	.....	.....
Belvidere, Ill.....	.....	Spring Valley, Ill.....	75.78	16,928 10
Madison, Wis.....	.....	Winona Junction, Wis.....	129.10	24,399 69
Fort Howard, Wis.....	.....	Escanaba, Mich.....	114.10	28,687 16
Chicago.....	.....	Fort Howard, Wis.....	.....	.....
Escanaba, Mich.....	.....	Negaunee, Mich., iron mines.	.....	.....
Chicago.....	.....	Clinton, Iowa.....	.....	.....
Chicago.....	.....	Freeport, Ill.....	.....	.....
Belvidere, Ill.....	.....	Madison, Wis.....	.....	.....
Elgin, Ill.....	.....	Richmond, Ill.....	.....	.....
Rockford, Ill.....	.....	Kenosha, Wis.....	788.22	16,197 25
Des Moines river.....	.....	Missouri river opp. Omaha...	149.60	15,588 28
St. Peter, Minn.....	.....	Watertown, S. D.....	188.98	28,051 42
Milwaukee, Wis.....	.....	Fond du Lac, Wis.....	62.68	55,898 76

SECURITY FOR FUNDED DEBT—Continued.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Road.	What Securities Mortgaged.
	From	To	Miles.		
C. & N. W. Ry. extension bonds of 1893, 4 per cent.	Iahpeming, Mich	Michigan Branch	294.60	16,622 54	.
	Lake Geneva, Wis	Williams Bay, Wis			
	And for bonds of other companies deposited with trustee as collateral, viz:				
C. & N. W. Ry. sinking fund of 1879, 6 per cent.	Fremont, Elkhorn & Missouri Valley Railroad company consolidated bonds				\$ 8,975,000
	Wyoming Central Railway Co. 1st mortgage bonds				2,040,000
	Issued on pledge of collateral bonds which are secured by first mortgages (maturing same date as this mortgage) on lines as follows:				
C. & N. W. Ry. sinking fund of 1879, 5 per cent.	Tracy, Minn	Dakota State Line			
	Eyota, Minn	Chatfield, Minn.			
	Stanwood, Ia	Tipton, Ia			
	Michigan State Line near Spread Eagle	Wisconsin State Line near Stager			
	Sheboygan, Wis	Princeton, Wis			
	Janesville, Wis	Afton, Wis			
	Carroll, Ia	Kirkman, Ia			
	Manning, Ia	Audobon, Ia			

Wisconsin State Line.....	Iron River, Mich		
Stager, Mich	Crystal Falls		
Branches to mines .....	.....		
Trempealeau.....	Galesville, Wis		
Sycamore, Ill	Cortland, Ill		
Tama, Ia	Elmore, Ia		
Eagle Grove, Ia	Hawarden, Ia		
Minnesota Line near Elkton.	Pierre, S. D		
Huron, S. D	Ordway, S. D		
Brookings, S. D	Watertown, S. D		
Centerville, S. D	Yankton, S. D		
Ordway, S. D	Columbia, S. D	1,041.50	12,750.86
			

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— STATE OF NORTH DAKOTA.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue	6,889	.....
Number of passengers carried one mile	78,636	.....
Average distance carried (miles)	11.41	.....
Total passenger revenue		\$ 3,143.67
Average amount received from each passenger		.45033
Average receipts per passenger per mile		.08997
Passenger earnings per mile of road		345.06
Passenger earnings per train mile		.52143
Freight traffic—		
Number of tons carried of freight earning revenue	12,372	.....
Number of tons carried one mile	165,407	.....
Average distance haul of one ton (miles)	13.	.....
Total freight revenue		2,122.55
Average amount received for each ton of freight		.17156
Average receipts per ton per mile		.01283
Freight earnings per mile of road		148.63
Freight earnings per train mile		.2211
Passenger and freight—		
Passenger and freight revenue		5,266.22
Passenger and freight revenue per mile of road		368.78
Passenger and freight earnings		7,050.06
Passenger and freight earnings per mile of road		493.70
Gross earnings from operation		7,050.06
Gross earnings from operation per mile of road		493.70
Expenses (proportional on basis of miles of road)		57,201.13
Expenses per mile of road		4,005.68

**PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
STATE OF NORTH DAKOTA.—Continued.**

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Train mileage—		
Miles run by passenger trains.....	9,450	.....
Miles run by freight trains	9,600	.....
Total mileage trains earning revenue.....	19,050	.....
Miles run by switching trains.....	1,875	.....
Miles run by construction and other trains	2,369	.....
Grand total train mileage.....	22,794	.....
Mileage of loaded freight cars—North or east	29,416	.....
Mileage of loaded freight cars—South or west	19,544	.....
Mileage of empty freight cars—North or east.....	6,764	.....
Mileage of empty freight cars—South or west.....	12,438	.....
Average number of freight cars in train.....	7.10	.....
Average number of loaded cars in train	5.10	.....
Average number of empty cars in train.....	2.	.....
Average number of tons of freight in train.....	17.23	.....
Average number of tons of freight in each loaded car ...	3.38	.....

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE.

Item.	Column for Ton- age, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	12,218,627	.....
Number of passengers carried one mile.....	292,604,790	.....
Average distance carried (miles).....	23.96	.....
Total passenger revenue.....		\$ 6,334,364.47
Average amount received from each passenger.....		.51865
Average receipts per passenger per mile.....		.02165
Estimated cost of carrying each passenger one mile.....		.01787
Passenger earnings per mile of road.....		1,746.62
Passenger earnings per train-mile.....		1.04457
Freight traffic—		
Number of tons carried of freight earning revenue.....	13,450,324	.....
Number of tons carried one mile.....	2,033,781,138	.....
Average distance haul of one ton (miles).....	151.20	.....
Total freight revenue.....		19,864,151.89
Average amount received for each ton of freight.....		1.47085
Average receipts per ton per mile.....		.00977
Estimated cost of carrying one ton one mile.....		.00581
Freight earnings per mile of road.....		4,672.89
Freight earnings per train-mile.....		1.37155
Passenger and freight—		
Passenger and freight revenue.....		26,198,516.36
Passenger and freight revenue per mile of road.....		6,157.23
Passenger and freight earnings.....		27,314,526.37
Passenger and freight earnings per mile of road.....		6,419.51
Gross earnings from operation.....		27,421,193.46
Gross earnings from operation per mile of road.....		6,444.58
Expenses.....		17,043,868.85
Expenses per mile of road.....		4,005.68

**PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
ENTIRE LINE—*Continued.***

Item.	Column for Ton- age, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Column for Revenue and Rates.
Train mileage—		
Miles run by passenger trains.....	6,880,022	.....
Miles run by freight trains.....	13,792,746	.....
Miles run by mixed trains.....	988,481	.....
Total mileage trains earning revenue.....	21,611,249	.....
Miles run by switching trains.....	6,408,591	.....
Miles run by construction and other trains.....	811,160	.....
Grand total train miles.....	28,826,000	.....
Mileage of loaded freight cars—North or east.....	92,957,780	.....
Mileage of loaded freight cars—South or west.....	111,864,134	.....
Mileage of empty freight cars—North or east.....	51,090,113	.....
Mileage of empty freight cars—South or west.....	90,557,218	.....
Average number of freight cars in train.....	19.4	.....
Average number of loaded cars in train.....	13.9	.....
Average number of empty cars in train.....	5.5	.....
Average number of tons of freight in train.....	138.1	.....
Average number of tons of freight in each loaded car...	9.9	.....

FREIGHT TRAFFIC MOVEMENT—STATE OF NORTH DAKOTA.

[Company's material excluded.]

Commodity.	Freight Originating on This Road.	Freight Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—	Whole Tons.	Whole Tons.		
Grain	3,785	186	3,971	87.25
Flour	154	.....	154	2.61
Other mill products .....	.....	274	274	4.64
Hay.....	.....	98	98	1.58
Fruit and vegetables	186	80	216	3.66
Products of Animals—				
Live stock.....	250	.....	250	4.23
Hides and leather.....	2	.....	2	.08
Products of Mines—				
Anthracite coal.....	.....	141	141	2.39
Bituminous coal.....	12	287	299	5.06
Products of Forest—				
Lumber	14	.....	14	.24
Manufactures—				
Petroleum and other oils	7	1	8	.14
Other castings and machinery.....	10	.....	10	.17
Cement, brick and lime.....	1	.....	1	.02
Agricultural Implements	11	21	32	.54
Household goods and furniture.....	133	10	143	2.42
Merchandise	145	104	249	4.22
Miscellaneous—Other commodities not mentioned above	11	36	47	.80
• Total tonnage, North Dakota .	4,671	1,233	5,904	100.00
Total tonnage, entire line.....	10,758,453	2,691,871	13,450,324	.....

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped With Train Brake.		Cars Fitted With Automatic Coupler.	
			Number.	Kind.	Number.	Kind.
Locomotives—						
Passenger .....	.....	186	186	Westinghouse	.....	.....
Freight	10	457	424	"	.....	.....
Switching	10	163	71	"	.....	.....
Total	20	866	681			
Cars in Passenger Service—						
First class passenger cars	6	308	308	"	230	{ Miller. 15 Crowell. 3 Schroyer.
Second-class passenger cars .....	.....	28	28	"	28	Miller.
Combination passenger cars .....	.....	49	49	"	49	Miller.
Dining cars .....	.....	9	9	"	6	{ Miller. 3 Schroyer.
Parlor cars .....	.....	11	11	"	6	{ Miller. 5 Schroyer.
Baggage, express, and postal cars	6	145	145	"	188	{ Miller. 4 Schroyer. 3 Crowell.

DESCRIPTION OF EQUIPMENT.—Continued.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped With Train Brake.		Cars Fitted With Automatic Coupler.	
			Number.	Kind.	Number.	Kind.
Other cars in passenger service.....	1	29	29	Westinghouse	29	Miller.
Total	13	579	579		579	
Cars in Freight Service—						
Box cars	554	14,469	750	"	1 509	{ Hinson. Janney.
Flat cars .....	.....	2,197	.....	"	.....	.....
Stock cars, (decrease, 53) .....	.....	1,861	.....	"	.....	.....
Coal cars.....	.....	1,969	.....	"	.....	.....
Refrigerator cars.....	16	156	60	"	1	Thurmond.
Other cars, (ore cars)	136	4,651	1,807	"	1,807	Janney.
Total	653	26,284	2,617		2,809	
Cars in Company's Service—						
Derrick cars, and wrecking.....	.....	29	5	"	.....	.....
Caboose cars .....	.....	451	.....	.....	.....	.....
Other road cars.....	.....	125	.....	.....	.....	.....
Officers and paymasters.....	.....	8	8	"	5	Miller.

		2			8	Schroyer.
Rotary steam snow plows.....	.....		.....	.....	.....	.....
Total .....	.....	615	18	.....	8	.....
Cars contributed to fast freight line service.....	.....	480	.....	.....	.....	.....
Total owned.....	606	26,983	3,209	.....	2,986	.....

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	Rails not Including Rails in Track Operated under Trackage Rights.	
	Main Line.	Branches and Spurs.					Iron.	Steel.
Miles of single track.....	1,433.15	1,608.76	1,186.47	4.54	4,254.92	.....	490.19	37,760.19
Miles of second track.....	126.21	11.50	.....	.....	137.71	25.50	.....	137.71
Miles of yard track, sidings and spurs.....	*988.69	.....	150.17	4.57	1,028.43	92.73	†890.58	628.28
Total mileage operated (all tracks).....	2,448.05	1,620.26	1,336.64	9.11	5,418.06	118.23	880.77	4,538.18

*Including sidings on "branch lines owned, †Partly estimated.

MILEAGE OF LINES BY STATES AND TERRITORIES.

MILEAGE OPERATED.

State or Territory.	Line Represented by Capital Stock.		Line of Proprietary Companies.	Total Mileage Excluding Trackage Rights.	Line Operated Under Trackage Rights.	Rails not Including Rails in Track Operated under Trackage Rights.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Illinois	400.21	186.07	.....	586.28	.....	26.40	559.88
Wisconsin.....	546.50	333.99	16.06	946.55	4.07	57.60	888.95
Michigan.....	153.19	228.36	.....	381.55	.47	100.55	281.00
Iowa	353.12	810.00	.....	1,163.12	.....	115.86	1,047.26
Minnesota	.13	.34	414.00	414.47	.....	65.17	349.30
South Dakota.....	.....	.....	744.13	774.13	.....	124.61	619.52
North Dakota .....	.....	.....	14.28	14.28	.....	.....	14.28
Total mileage operated (single track).....	1,453.15	1,608.76	1,188.47	4,250.38	4.54	490.19	3,760.19

MILEAGE OF LINES BY STATES AND TERRITORIES—Continued.

MILEAGE OWNED.

Line in Use.	Line Represented by Capital Stock.		Total Mileage, Excluding Track- age Rights.	Rails, not including Rails in Track Operated Under Trackage Rights.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Illinois.....	400.21	186.07	586.28	26.40	559.88
Wisconsin.....	546.50	888.99	980.49	57.60	922.89
Michigan.....	133.19	228.86	361.55	100.55	261.00
Iowa.....	363.12	810.00	1,103.12	115.86	1,047.26
Minnesota.....	.18	.84	.47	.....	.47
Total mileage owned (single track).....	1,433.15	1,608.76	3,061.91	300.41	2,761.50

RENEWALS OF RAILS AND TIES—STATE OF NORTH DAKOTA.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Oak	418	Cts. 53
Cedar, Hemlock, Ash, Elm, etc.	747	30
Total.....	1,165	38

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NORTH DAKOTA.

Locomotives.	Coal, Tons — Bituminous.	Wood—Cords.		Total Fuel Consumed, Tons.	Miles Run.	Average Pounds Consumed per Mile.
		Hard.	Soft.			
Passenger.....	178	.....	8	182	6,240	58.83
Freight	217	.....	7	220½	6,080	72.53
Switching.....	14	.....	1	14½	720	40.28
Construction	7	.....	1	7½	290	52.57
Total	416		17	424½	13,330	63.74
Average cost at distributing point....	\$1.896		\$2.61			

ACCIDENTS TO PERSONS—STATE OF NORTH DAKOTA.

Trainman killed..... 1

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.			Alignment.		
From	To	Length.	Number of Curves.	Aggregate Length of Curved Lines.	Length of Straight Line.
Galena division—				Miles.	Miles.
Chicago	Mississippi river	137.00	48	19.08	117.97
Chicago	Freeport	121.00	67	90.86	100.14
St. Charles ..	Aurora	11.80	26	4.86	6.94
Cortland	Sycamore	4.64	3	.50	4.14
Elgin	Williams Bay	51.04	*51	*17.00	*34.04
Belvidere	Spring Valley	75.78	28	8.48	67.30
S. Br. Junction	Chicago River	4.50	7	1.00	3.50
Total .....	.....	405.76	280	71.73	334.03
Iowa division—					
Mississippi river	Council Bluffs	354.00	289	59.61	294.39
Clinton	Anamosa	73.57	126	21.31	52.26
Des Moines	Jewell Junction	59.09	45	7.16	51.93
Stanwood	Tipton	9.50	*5	*6.00	*2.50
Belle Plaine	Muchakinock	64.00	109	28.18	35.82
Carroll	Kirkman	34.81	42	9.40	25.41
Manning	Audubon	17.00	24	5.81	11.19
Cedar Rapids	Cut off	5.96	1	.49	5.47
Boone	Coal banks	3.25	4	.91	2.34
Total .....	.....	620.18	595	188.87	481.31
Northern Iowa division—					
Tama	Elmore	164.56	92	27.75	136.81
Eagle Grove	Hawarden	145.20	107	42.22	92.98
Jewell Junction	Wall Lake Junction ..	78.68	34	8.90	64.78
Maple River Junction ..	Onawa	80.85	73	17.79	63.06
Wall Lake	Moville	79.87	60	15.79	64.08
Total .....	.....	544.16	366	112.45	421.71

CHARACTERISTICS OF ROAD.

Profile.						
Length of Level Line.	Ascending Grades.			Descending Grades.		
	Number.	Sum of Ascents	Aggregate Length of Ascending Grades.	Number.	Sum of Descents.	Aggregate Length of Descending Grades.
Miles.		Feet.	Miles.		Feet.	Miles.
14.52	86	1,108.8	61.57	89	1,108.9	60.91
5.72	42	776.2	53.14	47	615.3	62.14
2.42	6	100.6	2.57	8	151.5	5.81
*2.00	*4	*10.0	*1.64	+3	+5.0	+1.00
*5.00	*24	*600.0	*30.00	+16	+368.0	+16.04
24.51	27	370.4	16.76	33	693.3	34.51
*4.00	.....	.....	.....	+2	+5.0	+5.0
58.17	189	2,966.0	165.98	198	2,943.0	180.91
84.40	162	3,135.0	147.80	173	3,000.0	122.00
19.87	59	1,111.0	30.50	45	920.0	23.20
9.29	32	623.0	19.00	34	630.0	20.80
*2.20	12	180.0	3.80	9	140.0	2.50
9.30	21	1,011.0	23.20	23	1,103.0	31.50
3.91	8	319.0	3.30	22	363.0	22.60
6.50	7	202.0	6.20	8	227.0	4.30
2.59	3	23.4	2.01	4	18.7	1.36
*2.00	*3	*40.0	*.60	+4	+30.0	+6.5
140.06	307	6,664.4	241.21	322	6,431.7	228.91
36.27	92	1,730.7	72.09	95	1,431.1	56.20
31.00	96	1,843.6	60.60	94	1,777.4	53.60
16.01	44	842.3	32.20	34	641.4	25.47
21.95	22	336.1	13.31	32	552.0	40.59
14.51	38	944.4	29.63	38	1,055.1	35.73
119.74	292	5,697.1	212.33	293	5,457.0	211.59

CHARACTERISTICS OF ROAD—*Continued.*

Working Division or Branches.			Alignment.		
From	To	Miles.	Number of Curves.	Aggregate Length of Curved Lines.	Length of Straight Line
Madison division—				Miles.	Miles.
Belvidere	Winona	227.00	281	51.91	175.09
Evansville	Janesville	16.10	8	1.97	14.13
Afton	Janesville	6.10	10	1.69	4.41
Winona Junction.....	La Crosse.....	3.96	7	1.03	2.93
Galena.....	Woodman.....	76.84	208	26.00	50.84
Ipswich.....	Platteville.....	4.00	7	1.42	2.58
Lancaster Junction ...	Lancaster	12.04	28	3.00	9.04
Milwaukee	Montfort.....	140.88	172	35.40	105.48
Trempealeau.....	Galesville	6.71	6	.91	5.80
Valley Junction.....	Necedah	16.06	7	1.13	14.93
Total .....	.....	509.69	684	124.46	385.23
W. & St. P. div.—					
Winona	Watertown.....	322.96	169	46.65	276.33
Plainview Junction....	Plainview	15.01	20	3.59	11.42
Chatfield Junction ...	Chatfield	11.46	23	2.79	8.67
Rochester	Zumbrota	24.48	26	6.18	18.30
Mankato Junction.....	Mankato	3.75	4	1.53	2.22
Sleepy Eye Lake.....	Redwood Falls.....	24.40	3	.97	23.43
Tracy.....	Minnesota State line.	46.40	46	9.19	37.21
Total .....	.....	4,487.48	280	70.90	377.58
Dakota division—					
Minnesota State line..	Pierre.....	209.11	66	13.81	195.30
James Valley Junction.	Oakes.....	131.48	18	5.26	126.22
Watertown	Gettysburg.....	146.88	55	12.98	133.40
Watertown Junction..	Watertown	43.88	17	3.50	40.33
Doland	Groton.....	38.86	8	.86	38.00
Iroquois	Hawarden	125.49	38	11.71	113.78
Centerville.....	Yankton	28.40	18	3.35	25.05
Total .....	.....	723.55	220	51.47	672.06

CHARACTERISTICS OF ROAD—*Continued.*

Profile.						
Length of Level Line.	Ascending Grades.			Descending Grades.		
	Number.	Sum of Ascents.	Aggregate Length of Ascending Grades.	Number.	Sum of Descents.	Aggregate Length of Descending Grades.
Miles.		Feet.	Miles.		Feet.	Miles.
54.39	139	2,665.8	89.57	120	2,788.8	83.04
4.25	6	58.1	3.37	5	148.5	8.48
2.24	3	71.0	2.48	3	26.0	1.33
.97	1	23.2	1.61	2	12.5	1.33
13.44	102	1,198.3	34.94	105	1,181.4	28.46
1.06	4	34.0	.55	5	159.0	2.39
*2.54	*15	*180.0	*5.23	*16	*177.0	*4.27
19.61	86	2,093.4	64.54	82	1,473.6	56.73
2.11	5	48.0	2.16	5	68.0	2.44
4.65	9	46.8	4.88	13	64.8	6.53
105.26	370	6,418.6	209.33	356	6,099.4	197.10
90.26	252	4,334.0	129.57	224	3,264.5	103.15
3.01	6	166.0	4.10	8	273.0	7.90
.76	6	52.0	2.10	6	350.0	8.60
3.18	13	418.0	11.20	12	439.0	10.10
1.12	.....	.....	.....	2	126.0	2.63
8.40	19	142.0	9.00	15	124.0	7.00
8.60	32	719.0	24.70	27	357.0	13.10
115.33	323	5,331.0	180.67	294	4,933.5	152.48
48.64	120	1,658.2	78.67	125	1,994.2	81.80
60.42	78	391.3	37.86	75	395.7	33.20
59.47	183	1,688.5	50.30	178	1,275.4	36.61
12.47	24	169.0	26.63	10	34.5	4.73
15.91	21	94.5	10.43	21	127.5	12.52
26.85	59	944.5	49.38	56	1,163.1	49.26
4.45	11	279.2	14.20	7	291.0	9.75
228.21	496	5,225.2	267.47	472	5,281.4	227.87

CHARACTERISTICS OF ROAD—*Continued.*

Working Divisions or Branches.			Alignment.		
From	To	Length.	Number of Curves.	Aggregate Length of Curved Lines.	Length of Straight Track.
Wisconsin div'n—					
Chicago	Fort Howard, (via Janesville)	242.20	*50	*70.00	*172.20
Appleton	Water Power	3.63	21	1.53	2.10
Kenosha	Rockford	72.10	*70	*60.00	*12.10
Chicago	Fond du Lac	147.63	88	19.86	127.77
Sheboygan	Princeton	78.40	77	13.85	64.55
Montrose	W. Chi. shops	5.20	6	1.09	4.11
Total .....	.....	549.16	312	166.33	382.83
Peninsula div'n—					
Fort Howard	Republic and Michigamme	213.06	123	31.73	181.35
Branches	Mines	39.66	91	12.82	26.84
Powers	Watersmeet	104.83	117	31.78	72.55
Stager	Crystal Falls	9.10	10	4.10	5.00
Branches	Mines	36.13	91	18.08	18.05
Narenta	Metropolitan	34.86	18	3.85	31.01
Branches	Mines	8.44	23	4.01	4.43
Total .....	.....	445.60	478	106.37	339.23

* † Estimated.

‡ From Negaunee to St. Lawrence.

CHARACTERISTICS OF ROAD—*Continued.*

Profile.						
Length of Level Line.	Ascending Grades.			Descending Grades.		
	Number.	Sum of Ascents.	Aggregate Length of Ascending Grades.	Number.	Sum of Descents.	Aggregate Length of Descending Grades.
Miles.		Feet.	Miles.		Feet.	Miles.
*80.00	*130	*700.0	*80.00	†110	†600.0	†82.20
1.88	2	15.0	.50	3	50.0	1.75
*10.00	*45	*200.0	*85.00	†40	†150.0	†27.10
23.13	68	1,390.4	69.20	65	1,212.2	55.30
15.91	38	1,045.1	37.80	38	864.2	24.69
*3.00	*6	*10.0	*2.20	.....	.....	.....
133.42	289	3,360.5	224.70	256	2,876.4	191.04
†66.56	†104	†1,897.7	†89.55	†88	†1,018.3	†56.87
*4.81	*40	*600.0	*15.00	†25	†250.0	†19.85
22.63	52	1,621.7	48.80	49	912.9	32.90
.60	6	164.3	4.70	1	107.3	3.80
*6.69	*33	*56.10	*11.27	†21	†212.0	†18.17
3.56	26	665.0	22.50	18	218.0	8.80
*1.50	*10	*151.0	*4.50	†6	†77.0	†2.44
106.35	271	5,660.7	196.42	208	2,795.5	142.83

CHARACTERISTICS OF ROAD—*Continued.*

(North Dakota.)

TRESTLE AND PILE.

Number	7
Minimum length, feet	16
Maximum length, feet	96
Aggregate length, feet	288

Gauge of track, 4 feet 8½ inches, 14. 28 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Name of owner, Western Union Telegraph company; name of operating company, Western Union Telegraph company, also by C. & N. W. Ry. Co. for company's business only; miles of line, 159; miles of wire, 159.

CAR MILEAGE.

Individuals, co-operative fast freight lines and stock companies to which the company making this report pays mileage for the use of cars:

American Tank Line,	Kanawha Valley R. S. company,
Arms Palace Horse Car company.	Lima Oil company,
Anglo-American Packing company,	Liquid Freight Line,
American Refrigerating Trans. company,	Live Poultry Transportation company,
Ames Coal company,	Matton Manufacturing company,
Armour Refrigerating Car company,	Menasha Wooden Ware company,
American Live Stock Trans. company,	Mutual Oil company,
Austell Refrigerating Car company,	Mather H. & S. Car company,
American Cotton Oil company,	Morris, N., & Co.,
Armour-Cudahy Refrigerating company,	Merriam & Morgan Packing company,
Atlanta Stone C. & L. L.	Miller Oil Works
Britton, D. W.,	Mann Bros.,
Barrett & Barrett,	Midland Line,
Brill, J. C.,	Merchants' Despatch Line,
Burton Stock Car company,	Northwestern Manufacturing company,
Blue Line,	N. K. Fairbank & Co.,
Case Threshing Machine company,	National Linseed Oil company,
Cupples, S., G. R. division,	National Oil Works,
Cupples, S., Western division,	National Furnace company,
Crocker Chair company,	Natural Gas Oil company,
Cleveland Refrigerating company,	National Despatch Line,
Canda Cattle Car company,	Omaha Packing company,
Chicago Car and Coal company,	O. & W. Coal and Iron company,
Crystal Oil Works,	Matt. & Heg. Zinc company,
California Fruit and Trans. company,	Pennsylvania Refrigerator company,
Chicago Stock Car company,	Palace Perishable Freight Trans. company,
Col. Hock. Coal and Iron company,	Peerless Tank Line,
Canada Southern Line,	Paine Lumber company,
Dold, Jacob, & Sons,	Rend, W. P., & Co.,
Deer Lake Furniture company,	Rend, W. P.,

Ellsworth, J. W.
Eagle Consolidated Tank Line,
Empire Oil Works,
Empire Line,
Frazer Lubricator company,
Excelsior Oil company,
Erie Despatch Line,
Goodell Refrigerating Car company,
Green Lake Tank company,
Grasselle Chemical company,
Globe Refrigerator company,
Hodgman, G. B., company,
Havens, C. B., & Co.,
Hammond Refrigerating company,
International Oil Works,
Independent Refrigerator company,
Illinois Steel company,
Jenkins, L. P., Car company,
Keystone Palace Horse Car company,
Kansas City Dressed Beef Line,
Kansas City Refrigerating Car company,

Racine Wagon and Carriage company,
Richardson Bros.,
Street's Stable Car Line company,
Sheboygan Chair company,
Swift's Refrigerator Car Line,
Schofield, Shurmer & T.,
St. Louis Refrigerating Car company,
St. Charles Car company,
Silberhorn company.
Southern Despatch Lumber Line,
Standard Oil Company of Illinois,
Southern Iron Car Line,
The Sun Oil Line,
The Paragon Refrigerator company,
Thatcher, A. T.,
Union Tank Line,
Wisconsin Furnace company,
Weaver, Tod & Co.,
Waverly Oil company,
Washington Refrigerator company,
Grossman Palace Horse Car company.

STATE OF ILLINOIS, }
COUNTY OF COOK. } ss.

We, the undersigned, M. Hughitt, president, and M. M. Kirkman, second vice president of the Chicago & Northwestern Railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

M. HUGHITT,
President.

M. M. KIRKMAN,
Second Vice President.

Subscribed and sworn to before me this 31st day of October, 1890.

[SEAL.]

JOSEPH B. REDFIELD,
Notary Public.

Comr. of R. R's 14.

ANNUAL REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.,

FOR THE YEAR ENDING JUNE 30, 1890.

HISTORY.

Name of common carrier, Chicago, Milwaukee & St. Paul Railway company.

Date of organization, May 5, 1863.

Organized under laws of Wisconsin.

Formed on the foreclosure of a portion of the LaCrosse & Milwaukee railroad, organized under the Revised Statutes of Wisconsin of 1858, Chapter 79, Section 33.

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
Philip D. Armour.....	Chicago.....	September, 1890
August Belmont, Jr.....	New York.....	September, 1890
Frank J. Bond.....	New York.....	September, 1890
Hugh T. Dickey.....	New York.....	September, 1890
Peter Geddes.....	New York.....	September, 1890
Frederick Layton.....	Milwaukee.....	September, 1890
George C. Magonn.....	New York.....	September, 1890
Joseph Milbank.....	New York.....	September, 1890
Roswell Miller.....	Chicago.....	September, 1890
Wm. Rockefeller.....	New York.....	September, 1890
Samuel Spencer.....	New York.....	September, 1890
A. Van Santvoord.....	New York.....	September, 1890
J. Hood Wright.....	New York.....	September, 1890

Total number of stockholders at date of last election, 3,048.

Date of last meeting of stockholders for election of directors, June 1, 1889.

Postoffice address of general office, June 30, 1890, Milwaukee; since removed to Chicago.

Postoffice address of operating office, Chicago.

OFFICERS.

Title.	Name.	Location of Office.
President	Roswell Miller	Chicago
First Vice President	Frank S. Bond	New York
Third Vice President	E. P. Ripley	Chicago
Assistant to President	J. F. Tucker	Chicago
Secretary	P. M. Myers	Milwaukee
Treasurer	F. G. Ranney	Chicago
Assistant Treasurer	John McNab	Chicago
General Solicitor	J. T. Fish	Chicago
General Counsel	John W. Cary	Chicago
Comptroller	E. Q. Sewall	Chicago
General Auditor	J. P. Whaling	Chicago
Assistant General Auditor	W. N. D. Winne	Chicago
General Manager	A. J. Earling	Chicago
Chief Engineer	D. J. Whittemore	Chicago
General Superintendent	W. G. Collins	Milwaukee
Asst. General Superintendent	Three in number	
Division Superintendent	Fifteen in number	
Superintendent of Telegraph	N. J. Fry	Milwaukee
Freight Traffic Manager	A. C. Bird	Chicago
General Freight Agent	J. H. Hiland	Chicago
Asst. General Freight Agent	Three in number	Chicago
General Passenger Agent	A. V. H. Carpenter	Chicago
Asst. General Passenger Agent	Four in number	Chicago
General Ticket Agent	A. V. H. Carpenter	Chicago
Asst. General Ticket Agent	Three in number	Chicago
General Baggage Agent	W. D. Carrick	Milwaukee
Land Commissioner	H. G. Haugan	Milwaukee

PROPERTY OPERATED.

Name.	Terminals.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From	To		
Main line, branches and spurs..				5,656.83
Main Track Owned by Other Companies, but Used by this Company Under Agreement:				
Chicago, St. Louis & Pittsburg railway	Chicago .....	.....	2.37	.
Illinois Central railroad.....	Dubuque .....	.....	.67	
K. C., Ft. S. & M. railroad.	Kansas City .....	.....	1.48	
Kansas City Belt Railway Co..	Coburg	Kansas City.	5.87	
Chicago & Iowa railroad.....	Rockford	Davis Junct.....	11.97	
C., R. I. & P. railway.....	Port Byron Junc.	Rock Island.....	6.73	
				29.00
Total carried forward....				5,685.92

CAPITAL STOCK.

Description.	Number of Shares.	Par Value of Shares.	Total Amount Issued and Outstanding.	Dividends Declared During Year.	
				Rate Per Cent.	Amount.
Capital stock, common.....	398,689.61	\$ 100 00	\$39,868,961 00	....	.....
Capital stock, preferred	218,399.00	100 00	21,839,900 00	6	\$ 1,296,829 00
Total	617,088.61	.....	\$61,708,861 00	....	\$ 1,296,829 00

Manner of Payment for Capital Stock.	Number Shares Issued During Year.	Total Number of Shares.	Total Cash Realized.
Issued for cash—common .....	.....	170,840.26	\$ 16,892,069 05
Issued for cash—preferred .....	.....	51,989.17	5,212,248 80
Issued in exchange for bonds—preferred	2,290	60,085.00	.....
Issued for dividends—common .....	.....	82,620.26	.....
Issued for purchase of stock of other companies and other liens of road.....	Common	145,229.09	.....
	Preferred	106,824.83	.....
Total	2,290	617,088.61	\$ 21,604,318 86

The stock issued for dividends was in lieu of amount of net earnings which had been expended for construction and was charged to income account.

EXPLANATORY REMARKS.

Funded debt, June 30, 1889.....		\$ 123,765,000 00
Redeemed and cancelled during year..		1,174,000 00
		\$ 122,591,000 00
Issued during the year sold	\$ 1,500,000 00	
In company's treasury	1,602,000 00	8,102,000 00
Funded debt, June 30, 1890.....		\$ 125,693,000 00

FUNDED DEBT, JUNE 30, 1890.

Description of Bonds.	Time.		Amount Outstanding.	Interest.			
	Date of Issue.	When Due.		Rate Per Cent	When Payable.	Amount Ac- rued During the Year.	Amount Paid During Year.
Milwaukee & St. Paul Railway	1893	1898	\$ 4,980,000 00	7	January and July	\$ 856,440 00	\$ 865,485 00
Iowa & Minnesota division	1897	1897	3,198,000 00	7	"	228,890 00	225,155 00
Prairie du Chien division, 1st mortgage	1898	1898	3,674,000 00	8	February and August	288,920 00	294,800 00
Prairie du Chien division, 2d mortgage	1898	1898	1,241,000 00	7.3	"	90,593 00	90,410 50
Chicago & Milwaukee division	1873	1908	2,898,000 00	7	January and July	167,510 00	167,475 00
St. Paul (or River) division	1872	1902	3,262,000 00	7	"	228,840 00	225,065 00
St. Paul (or River) division, Sterling	1872	1902	542,500 00	7	"	37,975 00	41,352 50
Iowa & Dakota division	1899	1899	541,000 00	7	"	37,870 00	38,255 00
Hastings & Dakota division	1872	1902	89,000 00	7	"	6,280 00	6,285 00
Consolidated	1875	1905	11,486,000 00	7	"	808,320 00	808,040 00
Terminal	1884	1914	4,773,000 00	5	"	288,650 00	286,975 00
Iowa & Dakota division extension	1878	1908	3,505,000 00	7	"	245,350 00	245,595 00
Hastings & Dakota division extension	1890	1910	5,680,000 00	7	"	397,600 00	394,625 00
Hastings & Dakota division extension	1890	1910	990,000 00	5	"	49,500 00	49,500 00
Southwestern division	1879	1909	4,000,000 00	6	"	240,000 00	241,280 00
La Crosse & Davenport division	1879	1919	2,500,000 00	5	"	125,000 00	125,100 00
Chicago & Pacific division	1880	1910	3,000,000 00	6	"	180,000 00	180,120 00

FUNDED DEBT, JUNE 30, 1890—Continued.

	1881	1921	\$	25,940,000 00	5	January and July	\$ 1,287,000 00	\$ 1,288,525 00
Chicago & Pacific Western division.....	1880	1910	7,432,000 00	6	"	445,800 00	445,590 00	445,590 00
Southern Minnesota division.....	1880	1910	2,940,000 00	5	"	142,000 00	141,875 00	141,875 00
Mineral Point division.....	1880	1920	6,565,000 00	6	"	398,360 00	398,360 00	398,360 00
Dubuque division.....	1880	1920	2,416,000 00	6	"	109,560 00	101,670 00	101,670 00
Wisconsin Valley division.....	1881	1921	4,755,000 00	5	"	287,750 00	288,125 00	288,125 00
Wisconsin & Minnesota division.....	1881	1921	1,360,000 00	5	"	68,000 00	68,225 00	68,225 00
Chicago & Lake Superior division.....	1886	1926	3,083,000 00	5	"	154,150 00	153,900 00	153,900 00
Chicago & Missouri River division.....	1886	1916	2,826,000 00	5	"	142,500 00	142,500 00	142,500 00
Dakota & Great Southern railway.....	1883	1924	1,250,000 00	6	"	75,000 00	75,000 00	75,000 00
Fargo & Southern railway.....	1884	1894	123,000 00	7	"	8,610 00	8,820 00	8,820 00
Minnesota Central railroad.....	1881	1891	215,000 00	7	"	14,980 00	14,980 00	14,980 00
Milwaukee & Western railroad.....	1879	1909	1,106,500 00	7	"	77,455 00	77,455 00	77,455 00
Wisconsin Valley railroad.....	1885	1895	200,000 00	6	April and October	12,000 00	11,010 00	11,010 00
Fargo & Southern railway, income.....	1884	1894	225,000 00	5	March and September	11,250 00	11,585 00	11,585 00
Real estate.....	1885	1890	50,000 00	5	April and October	2,500 00	2,500 00	2,500 00
Income sinking fund convertible.....	1886	1916	*1 920,000 00	5	January and July	98,000 00	100,000 00	100,000 00
General mortgage.....	1889	1889	8,102,000 00	4	"	202,681 84	114,800 54	114,800 54
Land grant income (matured and paid).....	....	....	.....	....	.....	28,400 00	58,800 00	58,800 00
Total.....	....	....	\$ 125,683,000 00	....	.....	\$ 7,314,154 84	\$ 7,154,718 54	

*The authorized issue of these bonds is \$5,000,000, of which but \$2,000,000 have been sold.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Amount Outstanding.	Cash Realized on Amount Issued During Year.	Interest.	
			Amount Accrued During Year.	Amount Matured During Year.
Mortgage bonds.....	\$ 118,525,000 00	Unable to ascertain the consideration upon which all bonds were originally issued.	\$ 6,851,754 84	\$ 6,785,631 01
Miscellaneous Obligations.....	5,048,000 00		252,400 00	252,400 00
Income bonds.....	2,120,000 00		110,000 00	112,000 00
Grand total.....	\$ 125,693,000 00	\$ 1,850,000 00	\$ 7,214,154 84	\$ 7,150,081 01

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Accrued During Year.	Amount Matured During Year.
Mortgage bonds.....	\$ 118,525,000 00	\$ 118,525,000 00	\$ 6,851,754 84	\$ 6,785,631 01
Miscel. Obligations....	5,048,000 00	5,048,000 00	252,400 00	252,400 00
Income bonds...., ...	2,120,000 00	2,120,000 00	110,000 00	112,000 00
Total.....	\$ 125,693,000 00	\$ 125,693,000 00	\$ 7,214,154 84	\$ 7,150,081 01

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current Liabilities Accrued to and Including June 30, 1890.	Amount.
Cash	\$ 2,931,980 45	Audited vouchers and accounts	\$ 845,687 75
Due from agents	214,956 54	Wages and Salaries	2,084,610 15
Net traffic balances due from other companies	689,490 05	Dividends not called for	38,763 94
Due from solvent companies and individuals	780,007 05	Matured interest coupons unpaid (including coupons due July 1st)	3,418,964 46
Bonds in treasury	2,178,000 00	Balance—cash assets	716,835 87
United States government	247,858 08		
Total	\$ 7,062,242 17	Total	\$ 7,062,242 17

Materials and supplies on hand, \$2,407,969.28.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount out- standing.	Apportionment. To Railroads.	Amount per mile of road.	
			Miles.	Amount.
Capital stock.....	\$ 61,708,861 00	\$ 61,708,861 00	5,656.83	\$ 10,908 73
Bonds	125,693,000 00	125,693,000 00	5,656.83	22,219 69
Total.....	\$ 187,401,861 00	\$ 187,401,861 00	5,656.83	\$ 33,128 42

RECAPITULATION—*Continued.*

For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account.

Capital stock.....	\$ 61,708,861 00
Funded debt	125,693,000 00
Total.....	<u>\$ 187,401,861 00</u>

Amount per mile of road—

Miles.....	5,656.83
Amount.....	\$ <u>33,128 42</u>

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenses During Year not Included in Operating Ex- penses charged to Construc- tion or Equip- ment.	Total Cost to June 30, 1889.	Total Cost to June 30, 1890.	Cost Per Mile.
Construction—				
Right of way.....	\$ 25,036 55	.....	.....	.....
Other real estate	99,273 07	.....	.....	.....
Fences.....	104,615 11	.....	.....	.....
Grading and bridge and culvert masonry.....	22,979 78	.....	.....	.....
Bridges and trestles.....	107,436 13	.....	.....	.....
Rails	151 092 63	.....	.....	.....
Ties	58,381 54	.....	.....	.....
Ballast.....	204,060 38	.....	.....	.....
Other superstructure	18,904 38	.....	.....	.....
Buildings, furniture and fixtures ..	159,066 28	.....	.....	.....
Shop machinery and tools.....	15,023 42	.....	.....	.....
Discount on securities sold for con- struction.....	150,000 00	.....	.....	.....
Sidings and yard extensions	240,747 68	.....	.....	.....
Road built by contract.....	64,120 94	.....	.....	.....
Total construction	\$ 1,420,787 84	.....	.....	.....
Equipment—				
Locomotives	89,912 77	.....	.....	.....
Passenger cars	34,870 41	.....	.....	.....
Sleeping, parlor and dining cars ..	796 35	.....	.....	.....
Baggage, express and postal cars ..	9,548 74	.....	.....	.....
Freight cars	178,496 20	.....	.....	.....
Other cars of all classes	12,067 72	.....	.....	.....
Total equipment	\$ 320,692 19	.....	.....	.....
Grand total cost construction, equipment, etc.....	\$ 1,741,480 03	\$ 188,889,871 84	\$ 185,681,901 37	\$82,815 43
Total cost of construction, equip- ment, etc.,—State of North Da- kota (proportional)	\$ 36,395 89	\$ 3,843,298 31	\$ 3,879,694 20	\$82,815 43

INCOME ACCOUNT.

FROM ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 26,478,486 44	
Less operating expenses	16,410,829 38	
Income from operation.....		\$ 10,062,657 11
Interest on bonds owned.....	\$ 82,400 97	
Dividends on stocks owned	58,151 00	
Miscellaneous income—less expenses.....	116,677 64	
Income from other sources.....		\$ 207,229 61
Total income.....		\$ 10,269,886 72
Deductions from Income—		
Interest on funded debt accrued.....	\$ 7,214,154 84	
Taxes.....	830,046 55	
Total deductions from income.....		8,044,201 39
Net income.....		\$ 2,225,685 33
Dividends, 2½ per cent., preferred stock fiscal year June 30, 1889.....	\$ 540,272 50	
Dividends, 3¼ per cent., preferred stock, 1890.....	756,556 50	
Total		\$ 1,296,829 00
Surplus from operations of year ending June 30, 1890....		\$ 928,856 33
Surplus on June 30, 1889. [From "General Balance Sheet," 1889 report.].....		1,598,682 44
		\$ 2,467,538 77
Additions for year.....	\$ 12,795 00	
Deductions for year.....	60,819 22	
		48,024 22
Surplus on June 30, 1890. [For entry on "General Balance Sheet "].....		\$ 2,419,514 55

EARNINGS FROM OPERATION.

STATE OF NORTH DAKOTA (PROPORTIONAL).

Item.	Total Receipts.	Deductions, Accounts of Repayments, etc.	Actual Earnings.
Passenger—			
Passenger revenue	\$ 126,464 61		
Excess fares refunded—			
Commissions.....	\$ 1,369 01		
Other repayments,.....	79 34		
Total deductions.....		\$ 1,448 35	
Total passenger revenue.....			\$ 125,016 26
Mail	\$ 18,613 48		
Express	12,914 46		
Extra baggage and storage.....	2,144 56		
Other items, viz:			
News service.....	246 18		
Sleeping and parlor cars.....	1,869 89		
Milk.....	2,349 20		
			38,137 77
Total passenger earnings.....			\$ 163,154 03
Freight—			
Freight revenue.....	\$ 391,266 59		
Total deductions		8,028 06	
Total freight revenue.....			383,238 50
Stock yards.....	\$ 1,758 80		
Elevators.....	1,861 08		
			3,619 88
Total freight earnings.....			\$ 386,858 38
Total passenger and freight earnings...			\$ 550,017 41

EARNINGS FROM OPERATION—*Continued.*

Item.	Total Receipts.	Deductions. Account of Repayments, Etc.	Actual Earnings.
Other earnings from operation—			
Telegraph companies.....	\$ 608 17		
Rentals not otherwise provided for.....	1,258 78		
Other sources (rents from tracks, yards and terminals).....	1,416 56		
Total other earnings.....			\$,278 46
Total gross earnings from operation— North Dakota.....			\$ 558,295 87
Total gross earnings from operation— Entire line			\$ 26,478,486 44

BONDS OWNED.

Name.	Valued at	Total Amount Held.	Rate Per Cent.	Income or Interest Received.
Oshkosh & Mississippi River Railway company.....	\$ 211,600 00	\$ 211,000 00	8	\$ 16,880 00
Kansas City Belt Railway company	56,000 00	56,000 00	6	5,040 00
Kansas City Belt Railway company	15,000 00	15,000 00	6	900 00
Kansas City Belt Railway company	11,000 00	11,000 00	6	.....
Minnesota Transfer Railway Co...	101,000 00	101,000 00	5	5,050 00
Minnesota Transfer Railway Co...	7,000 00	7,000 00	5	175 00
Minneapolis Eastern Railway Co..	60,000 00	75,000 00	7	.....
St. Paul Warehouse & Elevator Co.	5,000 00	5,000 00	7	350 00
City of Ottumwa, Iowa.....	30,000 00	30,000 00	4	1,200 00
Town of Canton, Minn.....	3,500 00	3,500 00	7	387 17
Clear Lake Park association.....	3,000 00	3,000 00	7	.....
St. Paul Chamber of Commerce....	500 00	500 00	7	35 00
Village of Flandreau, S. D.....	100 00	10,000 00	8	.....
Town of Ortonville, Minn.....	2,500 00	8,500 00	6	660 00
Town of Graceville, Minn.....	2,500 00	5,000 00	6	611 25
Town of Tarah.....	250 00	1,000 00	6	45 89
St. Paul Chamber of Commerce certificate.....	100 00	100 00	7	.....
W. P. & Superior Ry. (redeemed) ..	.....	.....	.....	1,086 66
Totals.	\$ 508,450 00			\$ 32,400 97

Bonds redeemed during year—

W. P. & Superior railway.....	\$ 10,000 00
Town of Canton, Minn.....	1,500 00
	<u>\$ 11,500 00</u>

STOCKS OWNED.

Name.	Valued at.	Total Par Value.	Rate Per Cent.	Income or Dividend Received.
Kansas City Belt Railway company.....	\$ 20,263 35	\$ 20,000 00	....	.....
Minnesota Transfer Railway company...	7,000 00	7,000 00	....	.....
Minneapolis Eastern Railway company..	15,000 00	15,000 00	....	.....
St. Paul Warehouse & Elevator company	19,250 00	19,250 00	....	.....
St. Paul Union Depot company.....	70,000 00	70,000 00	6	\$ 4,200 00
Merrill Boom company	92,300 00	92,300 00	7	8,461 00
Tomahawk Land Boom company.....	69,900 00	69,900 00	....	.....
Council Bluffs Union Elevator company.	46,666 67	46,700 00	....	.....
Milwaukee Land company....	100,000 00	100,000 00	32	\$2,000 00
Braceville Coal company.....	100,000 00	100,000 00	6	6,000 00
Excelsior Coal company.....	150,000 00	150,000 00	6	9,000 00
Milwaukee Industrial Exposition.....	100 00	10,000 00	....	.....
Minneapolis & St. Louis railway	200 00	2,000 00	....	.....
Minneapolis Industrial Exposition.....	100 00	2,500 00	....	.....
Chicago Union Transfer railway	10,000 00	10,000 00	....	.....
World's Columbian Exposition.....	10,000 00	10,000 00	....	.....
Lisbon, Necedah & L. S. railway..	900 00	900 00	....	.....
Merrill Boom company.....	.....	.....	....	490 00
Total.....	\$ 711,680 02	.....	....	\$ 58,151 00

Stock redeemed—Merrill Boom company, \$7,000.

AMOUNTS RECEIVED FOR USE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property.	Name of Company Using Property.	Item.	Total.
Tracks and Yards.....	Between Rugby Junction and Milwaukee	Wisconsin Central.....	\$ 23,008 72	
Warehouse	Milwaukee	Wisconsin Central.....	3,822 00	
Passenger station, etc.....	Milwaukee	Wisconsin Central.....	9,000 00	
Track.....	Milwaukee	Wisconsin Central.....	1,420 54	
Scales	Milwaukee	Wisconsin Central.....	200 00	\$ 37,451 26
Track and terminals	Between Schwartzburg and Milwaukee	Milwaukee & Northern	Proport'n of earnings	22,460 81
Track.....	Council Bluffs	Omaha & St. Louis	\$100 per month	1,100 00
Tracks.....	Clinton	Chicago, Burlington & Quincy...	\$35 per month	385 00
Tracks and Terminals	Ottumwa	Wabash	6 per cent. on value..	4,105 20
Track.....	Dayton's Bluff	Chicago, Burlington & Northern.	\$50 per month.....	300 00
Track.....	Winona	Chicago, Burlington & Northern.	\$11.10 per month	88 80
Track.....	Cedar Rapids.....	Illinois Central.....	\$22.50 per month	270 00
Track.....	Baytown	Chicago, St. P., Minn. & Omaha.	5 per cent. on cost....	101 77
Track.....	St. Paul	St. Paul Union Depot company..	\$250 per month	500 00
Tracks and terminals	Sioux City.....	Sioux City & Northern.....	Interest on value.....	1,015 25
Total				\$ 67,778 09
NET MISCELLANEOUS INCOME.				
Land Department				\$ 56,221 73
Interest and exchange.....				60,455 91
Total.....				\$ 116,677 64

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.]

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures—			
Repairs of roadway	\$ 418,477 98	\$ 677,298 56	\$ 1,090,771 54
Renewals of rails	102,897 04	172,021 68	274,918 72
Renewal of ties	236,660 49	395,896 82	632,547 31
Repairs of bridges and culverts	293,767 55	487,628 06	781,395 61
Repairs of fences, road-crossings, signs and cat- tle guards	58,518 52	98,396 95	156,915 47
Repairs of buildings	60,287 17	97,690 41	157,947 58
Repairs of telegraph	9,464 73	15,821 13	25,285 86
Total	\$ 1,175,053 48	\$ 1,944,668 61	\$ 3,119,722 09
Maintenance of equipment—			
Repairs and renewals of locomotives	359,471 68	778,879 93	1,147,851 61
Repairs and renewals of passenger cars	390,659 44	.....	390,659 44
Repairs and renewals of freight cars .....	.....	963,291 17	963,291 17
Shop machinery, tools, etc.	37,969 93	80,058 55	118,047 58
Total	\$ 788,120 15	\$ 1,851,729 65	\$ 2,639,849 80
Conducting Transportation—			
Wages enginemen, firemen and roundhousemen	552,743 23	1,223,547 07	1,776,300 30
Fuel for locomotives	629,430 23	1,368,895 19	1,998,325 42
Water supply for locomotives	22,637 00	45,378 86	68,085 86
All other supplies for locomotives	20,447 40	45,990 26	66,437 66
Wages of other trainmen	496,101 88	922,752 24	1,420,854 12
All other train supplies	48,663 46	87,965 51	136,628 97
Wages of switchmen, flagmen and watchmen ..	159,089 18	510,894 68	669,983 86
Expense of telegraph, including train dispatch- ers and operators	194,165 64	315,901 86	510,067 50
Wages of station agents, clerks and laborers ..	244,130 94	935,705 92	1,179,836 86
Station supplies	75,465 95	108,013 60	183,479 55
Switching charges—balance .....	.....	341,127 29	341,127 29
Car mileage—balances	3,442 25	204,223 33	207,665 58
Loss and damage	18,380 87	156,101 16	174,482 03
Injuries to persons	65,833 83	116,942 94	182,776 77
Other expenses	13,694 19	28,786 34	42,480 53
Total	\$ 2,546,196 05	\$ 6,412,236 25	\$ 8,958,432 30

OPERATING EXPENSES—*Continued.*

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.]

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses—			
Salaries of officers	\$ 93,440 64	\$ 140,885 94	\$ 234,326 58
Salaries of clerks	92,367 16	184,656 37	277,023 53
General office expenses and supplies	6,519 72	10,945 42	17,465 14
Agencies, including salaries and rent	114,358 67	143,635 04	257,993 71
Advertising	55,098 95	479 50	55,578 45
Insurance	21,382 13	35,744 11	57,126 24
Expense of fast freight lines		2,447 98	2,447 98
Expense of traffic associations	1,802 66	48,862 78	50,665 44
Expense of stock yards and elevators		60,914 25	60,914 25
Rents for tracks, yards and terminals	147,114 99	102,428 42	249,543 41
Rentals not otherwise provided for	28,910 40	37,560 40	66,470 80
Legal expenses	29,240 65	43,891 92	73,132 57
Stationery and printing	59,723 91	87,149 88	146,873 79
Other general expenses	51,792 10	91,476 20	143,268 30
Total	\$ 701,746 98	\$ 991,078 16	\$ 1,692,825 14
Recapitulation of Expenses—			
Maintenance of way and structures	\$ 1,175,053 48	\$ 1,944,668 61	\$ 3,119,722 09
Maintenance of equipment	788,120 15	1,851,729 65	2,639,849 80
Conducting transportation	2,546,196 05	6,412,236 25	8,958,432 30
General expenses	701,746 98	991,078 16	1,692,825 14
Grand total	\$ 5,211,116 66	\$ 11,1929,12 67	\$ 16,410,829 33
Percentage of expenses to earnings—entire line			61.99
Operating Expenses—State of North Dakota			
—Proportional—			
Maintenance of way and structures	\$ 24,558 62	\$ 40,643 57	\$ 65,202 19
Maintenance of equipment	16,471 71	38,701 15	55,172 86
Conducting transportation	53,215 50	134,015 74	187,231 24
General Expenses	14,666 50	20,713 54	• 35,380 04
Total	\$ 108,912 33	\$ 234,074 00	\$ 342,986 33
Percentage of expenses to earnings—North Dakota			61.99

AMOUNTS PAID FOR USE OF TRACKS, YARDS AND TERMINALS.

Destination of Property.	Situation of Property.	Name of Company Owning Property.		Item.	Total.
Tracks.....	Milwaukee	Chicago & Northwestern	\$450 per annum.....	\$ 450 00	.....
Tracks.....	Council Bluffs.....	Chicago, Burlington & Quincy...	6 per cent. on value..	188 40	.....
Tracks and terminals	Between Pt. Byron Junction and Rock Island.....	Chicago, Rock Island & Pacific..	\$15,000 per annum....	15,000 00	.....
Tracks.....	Chicago	Chicago, St. Louis & Pittsburg..	Prop'n maintenance..	40,877 28	...
Tracks and terminals	Between Davis Junction and Rockford	Chicago & Iowa railway.....	Prop'n maintenance..	31,089 57	.....
Track	Dubuque.....	Illinois Central.	\$2,400 per annum....	2,400 00	.....
Track and terminals	Coburg to Kansas City	Kansas City Belt.....	3 per cent. on value..	45,656 79	.....
Track and terminals	Coburg to Kansas City	Kansas City Belt	Prop'n maintenance..	14,985 08	.....
Track.....	Council Bluffs.....	K. C., St Joe & Council Bluffs. ...	6 per cent. on value..	420 00	.....
Track.....	Kansas City.....	Kansas City, Ft. Scott & Memphis	\$25 per month	650 00	\$ 151,177 02
Yards and terminals—					
Passenger depot.....	Chicago	Pennsylvania company	1.4 per cent. on value	\$ 18,086 23	.....
Passenger depot.....	Chicago	Pennsylvania company	Prop'n maintenance..	40,988 84	.....
Passenger depot.....	St. Paul	St. Paul Union depot company. ...	Prop'n maintenance..	28,316 00	.....
Passenger transfer	Council Bluffs	Union Pacific railway.....	\$4,400 per annum....	4,088 88	.....
Freight transfer	Council Bluffs	Union Pacific railway.....	\$9,750 per annum....	8,987 50	98,866 89
Total .....	.....	.....	.....	.....	\$ 249,548 41

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June 30, 1888.	June 30, 1890.	Year Ending June 30, 1890.	
			Increase.	Decrease.
Cost of road.....				
Cost of equipment.....	\$ 188,889,871 34	\$ 185,631,301 87	\$ 1,741,480 03	
Bonds of other companies owned.....	488,950 00	508,450 00	21,500 00	
Stocks of other companies owned.....	697,780 02	711,960 02	13,900 00	
Other permanent investments—Real estate.....	13,285 08	13,258 04	22 96	
Cash and current assets.....	...	710,885 87	710,885 87	
Other assets—Materials and supplies.....	1,982,490 96	2,407,969 56	474,878 61	
Grand total.....	\$ 187,020,827 39	\$ 189,988,584 86	\$ 2,968,567 47	

COMPARATIVE GENERAL BALANCE SHEET.

Liabilities.	June 30, 1888.	June 30, 1890.	Year Ending June 30, 1890.	
			Increase.	Decrease.
Capital stock.....	\$ 61,479,861 00	\$ 61,708,861 00	\$ 228,000 00	.....
Funded debt.....	128,765,000 00	125,693,000 00	1,928,000 00	.....
Current liabilities.....	35,989 64	.....	.....	\$ 35,989 64
Accrued interest on funded debt not yet payable, not including coupons payable July 1, 1890.....	200,044 31	167,519 31	.....	33,325 00
Profit and loss.....	1,598,682 44	2,419,514 55	890,832 11	.....
Grand total.....	\$ 187,020,327 39	\$ 189,938,884 86	\$ 2,968,567 47	.....

IMPORTANT CHANGES DURING THE YEAR.

No extensions.

2,200 shares preferred stock issued in exchange for bonds.

Bonds issued	\$ 3,102,000
Bonds redeemed	1,174,000
Net increase	\$ 1,928,000

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NORTH DAKOTA.

EXPRESS COMPANIES.

The American and Adams Express companies occupy the lines of this company, doing a general express business.

Rates are various, and are governed by the business done and the facilities furnished.

MAILS.

Compensation for mail service is not permanently fixed. Service is ordered subject to the rules and regulations of the Postoffice Department, and the amount paid is based upon the weight of the mail transported over each route.

SLEEPING, PARLOR OR DINING CAR COMPANIES.

Sleeping Cars are run by the Pullman Palace Car company, which makes its own regular charges for accommodations therein.

Parlor cars are owned and run by the C., M. & St. P. Ry. Co. Rates are from 25 cents to 50 cents, according to distance traveled.

Dining cars are owned and run by the C., M. & St. P. Ry. Co. Charge per meal, 75 cents.

FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage.

SECURITY FOR FUNDED DEBT.

Name of Bond.	Lien.	Line (or Property) Mortgaged.		Miles.	Outstanding.
		From	To		
Milwaukee & St. Paul railway.....	1st	Milwaukee	La Crosse	197.70	.....
		Watertown	Madison	37.00	.....
		Horicon	Berlin and Winneconne	58.00	.....
		Milwaukee	Portage, via Horicon	95.00	\$ 4,980,000
Iowa & Minnesota division		McGregor	St. Paul and Minneapolis	220.00	3,198,000
Prairie du Chien division 8 per cent.		Milwaukee	Prairie du Chien.	194.00	3,674,000
Prairie du Chien division 7.9 per cent.	2d	Milwaukee	Prairie du Chien. ....	.....	1,241,000
Chicago & Milwaukee division	1st	Chicago	Milwaukee	82.20	2,393,000
St. Paul (or River) division		LaCrescent	St. Paul	128.10	3,904,500
Iowa & Dakota division		Calmar	Algona	128.00	541,000
Hastings & Dakota division		Hastings	Glencoe	74.20	89,000
Consolidated	2d	On above described lines .....	.....	.....	.....
	1st	LaCrosse bridge and approaches .....	.....	1.70	.....
		Milton	Monroe	42.00	.....
		Austin	Mason City	40.0	.....
		Conover	Decorah	10.00	.....
		Sabula	Marion	87.00	11,486 09
Terminal		Real estate and improvements in Chicago and Milwaukee .....	.....	.....	4,778,000

Iowa & Dakota division extension	1st	Algona	Chamberlain	278.90	.....
		Marion Junction	Running Water	62.00	\$ 3,505,000
Hastings & Dakota division extension		Glencoe	Roscoe	278.00	.....
		Roscoe	Eureka	26.85	.....
Southwestern Division		Aberdeen	Edgeley	64.15	.....
		Milbank Junction	Sisseton	83.0	6,670,000
La Crosse & Davenport division		Racine	Port Byron Junction	190.00	.....
		Eagle	Elkhorn	17.00	4,900,000
Chicago & Pacific division		Davenport	Jackson Junction	150.50	.....
		Eldridge Junction	Maquoketa	92.19	2,500,000
Chicago & Pacific Western division	2d	Chicago	Kittredge	116.60	.....
		Kittredge	Savanna	21.50	.....
Chicago & Pacific Western division	1st	Sabula bridge and approaches .....	.....	3.54	3,000,000
		Cedar Rapids	Kansas City	288.84	.....
Southern Minnesota division		Marion	Council Bluffs	261.70	.....
		Sioux City	Manilla	90.10	.....
Mineral Point division		Egan	Woonsocket	82.76	.....
		Sioux City	Aberdeen	292.60	.....
Mineral Point division		Elk Point	Sioux Falls	70.00	.....
		Eden	Rock Valley	9.00	.....
Mineral Point division		Farley	Cedar Rapids	47.00	25,340,000
		LaCrescent	Sioux Falls	346.50	.....
Mineral Point division		Wells	Mankato	98.10	.....
		Minneapolis	Benton Junction	28.86	7,452,000
Mineral Point division		Warren	Mineral Point	83.00	.....

SECURITY FOR FUNDED DEBT—Continued.

Name of Bond.	Lien.	Line (or Property) Mortgaged.		Miles.	Outstanding.
		From	To		
Mineral Point division.....	1st	Calamine	Platteville	18.00	.....
		Monroe.....	Shullsburg.....	34.00	.....
		Lone Rock	Richland Center	16.00	.....
		Viroqua	Sparta	32.00	2,840.0 0
Dubuque division.....		La Crescent	Clinton	178.00	.....
		Caledonia Junction.....	Preston.....	57.50	.....
		Waukon Junction.....	Waukon	22.80	.....
		Turkey River Junction.....	West Union	57.20	.....
		Bellevue	Cascade	35.50	6,595,000
Wisconsin Valley division.....	2d	Tomah	Merrill	107.00	.....
	1st	Merrill	Minocqua	54.50	2,416,000
		Wabasha	Zumbrota.....	60.00	.....
Wisconsin & Minnesota division....		Hastings	Stillwater.....	25.50	.....
		Northfield ..	Red Wing	32.50	.....
		Wabasha	Chippewa Falls.....	65.00	.....
		Red Cedar Junction.....	Cedar Falls.....	21.00	.....
		Minneapolis	St. Paul & Short Line bridge.....	10.00	.....
Chicago & Lake Superior division		Read's Landing bridge .....	.....	.....	4 755,000
		Janesville	Beloit.....	14.00	.....

Chicago & Lake Superior division	1st	Rockton	Rockford	15.00	.....
.....		Madison	Portage	89.00	1,880,000
Chicago & Missouri River division		Tripp	Armour	20.40	.....
.....		Roscoe	Bowdle	15.50	.....
.....		Roscoe	Orient	41.10	8,083,000
Dakota & Great Southern railway		Madison	Bristol	102.70	.....
.....		Andover	Harlem	56.00	2,854,000
Fargo & Southern railway		Ortonville	Fargo	117.00	1,250,000
Minnesota Central railroad		McGregor	St. Paul and Minneapolis .....	.....	123,000
Milwaukee & Western railroad		Milwaukee	Watertown .....	.....	215,000
Wisconsin Valley railroad		Tomah	Merrill .....	.....	1,104,350
Fargo & Southern Railway income		Not secured by mortgage .....	.....	.....	200,000
Real estate	1st	Property in Chicago .....	.....	.....	275,000
Income sinking fund, convertible		Not secured by mortgage .....	.....	.....	1,920,000
General mortgage		Authorized issue \$150,000,0.0— covering all property of the company .....	.....	.....	.....
.....		For refunding above mentioned debt, and for extension and improvement of road .....	.....	.....	8,102,000
Total .....		.....	.....	.....	\$ 125,633,000

EMPLOYEES AND SALARIES—STATE OF NORTH DAKOTA—(Proportional).

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	1	\$ 4,897 43	\$ 14 97
General office clerks.....	8	5,789 79	2 41
Station agents.....	18	12,451 62	2 22
Other station men.....	21	12,206 97	1 88
Enginemen.....	18	19,953 66	3 58
Firemen.....	18	12,437 95	2 21
Conductors.....	14	13,286 36	3 12
Other trainmen.....	28	16,409 49	1 85
Machinists.....	9	7,236 53	2 61
Carpenters.....	17	12,586 92	2 32
Other shopmen.....	47	26,944 52	1 83
Section foremen.....	26	14,685 71	1 79
Other trackmen.....	71	28,524 54	1 27
Switchmen, flagmen and watchmen.....	22	14,001 62	1 99
Telegraph operators and dispatchers.....	16	10,497 41	2 05
All other employes and laborers.....	72	37,910 64	1 68
Total (including "General Officers")—North Dakota.....	406	\$ 249,821 16	\$ 1 96
Less "General Officers".....	1	4,897 43	14 97
Total (excluding "General Officers")—North Dakota.....	405	\$ 244,923 73	\$ 1 93
Distribution of above—			
General administration.....	13	\$ 14,984 10	\$ 3 76
Maintenance of Way and structures and permanent improvements.....	150	63,653 05	1 35
Maintenance of equipment and new equipment.....	78	55,255 86	2 26
Conducting transportation.....	185	115,978 15	2 23
Total (including "General Officers")—North Dakota.....	406	\$ 249,821 16	\$ 1 96
Less "General Officers".....	1	4,897 43	14 97
Total (excluding "General Officers")—North Dakota.....	405	\$ 244,923 73	\$ 1 93
Total (including "General Officers")—Entire line.....	19,467	\$ 11,954,165 26	\$ 1 96
Average.....		614 02	.....

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— STATE OF NORTH DAKOTA.

(Proportional.)

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	156,874	.....
Number of passengers carried one mile	5,858,537	.....
Average distance carried (miles).....	34.16	.....
Total passenger revenue		125,016.26
Average amount received from each passenger.....		.7970
Average receipts per passenger per mile		.02333
Estimated cost of carrying each passenger one mile....		.02033
Passenger earnings per mile of road		1,057.42
Passenger earnings per train mile.....		.81608
Freight traffic—		
Number of tons carried of freight earning revenue	194,224	.....
Number of tons carried one mile	38,514,308	.....
Average distance haul of one ton (miles).....	198.30	.....
Total freight revenue		383,243.50
Average amount received for each ton of freight.....		1.97321
Average receipts per ton per mile		.00995
Estimated cost of carrying one ton one mile.....		.0608
Freight earnings per mile of road		3,241.57
Freight earnings per train mile		1.49672
Passenger and freight—		
Passenger and freight revenue		508,259.76
Passenger and freight revenue per mile of road		4,298.99
Passenger and freight earnings		550,017.41
Passenger and freight earnings per mile of road		4,652.19
Gross earnings from operation		553,295.87
Gross earnings from operation per mile of road		4,679.92
Expenses		342,986.33
Expenses per mile of road		2,901.06

**PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
STATE OF NORTH DAKOTA.—Continued.**

(Proportional.)

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Train mileage—		
Miles run by passenger trains	149,089	.....
Miles run by freight trains	243,600	.....
Miles run by mixed trains	16,607	.....
Total mileage trains earning revenue	409,246	.....
Miles run by switching trains	96,123	.....
Miles run by construction and other trains	16,600	.....
Grand total train mileage	521,969	.....
Mileage of loaded freight cars—North or east	2,097,063	.....
Mileage of loaded freight cars—South or west	1,815,284	.....
Mileage of empty freight cars—North or east	606,419	.....
Mileage of empty freight cars—South or west	892,945	.....
Average number of freight cars in train	21.09	.....
Average number of loaded cars in train	15.24	.....
Average number of empty cars in train	5.85	.....
Average number of tons of freight in train	150.41	.....
Average number of tons of freight in each loaded car ...	9.87	.....

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE.

Item.	Column for Ton- age, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	7,505,946	.....
Number of passengers carried one mile.....	256,389,345	.....
Average distance carried (miles).....	34.16	.....
Total passenger revenue.....		5,981,639.36
Average amount received from each passenger.....		.7970
Average receipts per passenger per mile.....		.02333
Estimated cost of carrying each passenger one mile.....		.02033
Passenger earnings per mile of road.....		1,057.42
Passenger earnings per train-mile.....		.81608
Freight traffic—		
Number of tons carried of freight earning revenue.....	9,292,992	.....
Number of tons carried one mile.....	1,842,789,845	.....
Average distance haul of one ton (miles).....	198.30	.....
Total freight revenue.....		18,337,009.51
Average amount received for each ton of freight.....		1.97321
Average receipts per ton per mile.....		.00995
Estimated cost of carrying one ton one mile.....		.00608
Freight earnings per mile of road.....		3,241.57
Freight earnings per train-mile.....		1.49672
Passenger and freight—		
Passenger and freight revenue.....		24,318,648.87
Passenger and freight revenue per mile of road.....		4,298.99
Passenger and freight earnings.....		26,316,621.97
Passenger and freight earnings per mile of road.....		4,652.19
Gross earnings from operation.....		26,473,486.44
Gross earnings from operation per mile of road.....		4,679.92
Expenses.....		16,410,829.33
Expenses per mile of road.....		2,901.06

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE—*Continued.*

Item.	Column for Ton- age, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Column for Revenue and Rates.
Train mileage—		
Miles run by passenger trains.....	7,181,071	.....
Miles run by freight trains.....	11,655,518	.....
Miles run by mixed trains.....	794,585	.....
Total mileage trains earning revenue.....	19,581,174	.....
Miles run by switching trains.....	4,599,181	.....
Miles run by construction and other trains.....	794,277	.....
Grand total train miles.....	24,974,632	.....
Mileage of loaded freight cars—North or east.....	99,859,488	.....
Mileage of loaded freight cars—South or west.....	96,855,681	.....
Mileage of empty freight cars—North or east.....	29,015,288	.....
Mileage of empty freight cars—South or west.....	42,724,665	.....
Average number of freight cars in train.....	21.09	.....
Average number of loaded cars in train.....	15.24	.....
Average number of empty cars in train.....	5.85	.....
Average number of tons of freight in train.....	150.41	.....
Average number of tons of freight in each loaded car...	9.87	.....

FREIGHT TRAFFIC MOVEMENT—STATE OF NORTH DAKOTA.

[Company's material excluded.]

Commodity.	Total Freight Tonnage. [Proportional.]	
	Whole Tons.	Per Cent.
Products of Agriculture—		
Grain.....	42,368	21.82
Flour.....	7,023	3.62
Other mill products.....	1,541	.79
Hay.....	2,005	1.03
Tobacco.....	288	.15
Fruit and vegetables.....	1,570	.81
Products of Animals—		
Live stock.....	13,441	6.92
Dressed meats and other packing-house products.....	4,670	2.40
Butter and cheese.....	1,099	.57
Products of Mines—		
Anthracite coal.....	6,798	3.50
Bituminous coal and coke.....	14,255	7.34
Ores.....	1,111	.57
Stone, sand, and other like articles.....	7,129	3.67
Salt.....	1,585	.82
Products of Forest—		
Lumber.....	28,011	14.42
Manufactures—		
Iron, pig and bloom, iron and steel rails, other castings and machinery, bar and sheet metal.....	5,063	2.62
Cement, brick and lime.....	4,069	2.09
Agricultural Implements, wagons, carriages, tools, etc..	5,425	2.79
Wines, liquors and beers.....	4,027	2.07
Merchandise.....	17,775	9.15
Miscellaneous—Other commodities not mentioned above.....	24,959	12.85
Total tonnage, North Dakota.....	194,224	100.00
Total tonnage, entire line.....	9,292,992	

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped With Train Brake.		Cars Fitted With Automatic Coupler.	
			Number.	Kind.	Number.	Kind.
Locomotives—						
Passenger .....	.....	259	.....	.....	.....	.....
Freight .....	.....	485	.....	.....	.....	.....
Switching .....	.....	82	.....	.....	.....	.....
Total .....	.....	776	319	Westinghouse		
Cars in Passenger Service—						
First class passenger cars	2	349	345	"	10	Cowell.
Second-class passenger cars					312	Miller.
Combination passenger cars					18	Janney-Miller
Emigrant cars					5	Miller.
Dining cars		10	10	"	3	Cowell.
Parlor cars		9			2	Janney-Miller
Sleeping cars		9	9	"	1	Janney-Miller
Baggage, express, and postal cars	1	9	9	"	8	Miller.
		245	229	"	9	Miller.
					213	Miller.

Other cars in passenger service.....	2	2	2	Westinghouse	.....
Total	1	624	.....	.....	.....
Cars in Freight Service—					
Box cars	417	14,814	.....	.....	287 a new.
Flat cars	168	4,101	.....	.....	1 Janney.
Stock cars	28	2,499	.....	.....	.....
Refrigerator cars.....	23	488	.....	.....	1 Janney.
Total	244	21,882	.....	.....	.....
Cars in Company's Service—					
Derrick cars .....	.....	10	.....	.....	.....
Caboose cars	14	450	.....	.....	.....
Other road cars.....	1	54	.....	.....	.....
Total	13	514	.....	.....	.....
Cars contributed to fast freight line service.....	3	834	150	Westinghouse	.....
Total owned	229	23,554	.....	.....	.....
Cars leased—					
Pullman's palace sleeping car company controls and operates sleeping cars .....	.....	45	45	Westinghouse	28 Miller. 6 Cowell. 11 Janney-Miller
Grand Total.....	239	23,599	.....	.....	.....

PROPERTY OPERATED.

[For roads making operating reports,]

MILES OF COMPLETED ROAD JUNE 30, 1890.

From	To	Illinois.	Wisconsin.
Chicago	Milwaukee	45.06	37.92
Rondout	Libertyville	3.00	.....
Chicago	Llewellyn Park	18.69	.....
North Chicago	Pacific Junction	3.39	.....
Pacific Junction	Savanna	133.18	.....
Galewood	Dunning	3.18	.....
Savanna	Council Bluffs	2.30	.....
Elk River Junction	Clinton .....	.....	.....
Davenport	Jackson Junction .....	.....	.....
Eldridge	Hurstville .....	.....	.....
Paralta	Farley .....	.....	.....
Marion	Ottumwa .....	.....	.....
Ottumwa Junction	Coburg .....	.....	.....
Racine	Kittredge	50.63	69.31
Savanna	Port Byron Junction	47.70	.....
Elkhorn	Eagle .....	.....	16.59
Rockton	Rockford	14.94	.....
Milwaukee	Prairie du Chien .....	.....	195.36
Stock Yards, Milwaukee	Merrill Park .....	.....	.80
Mazomanie	Prairie du Sac .....	.....	10.37
Lone Rock	Richland Center .....	.....	16.22
Milton	Shullsburg .....	.....	76.64
Janesville	Beloit .....	.....	13.86
Brodhead	New Glarus .....	.....	22.78
Warren	Mineral Point	1.01	31.28
Calamine	Platteville .....	.....	17.08
South Milwaukee	La Crosse .....	.....	196.37
Watertown Junction	Madison .....	.....	36.48
Portage City	East Madison .....	.....	33.01
New Lisbon	Necedah .....	.....	13.02
Viroqua Junction	Viroqua .....	.....	32.17
North La Crosse	Onalaska .....	.....	3.76
Tomah	Minocqua .....	.....	161.50
Mather	Carrick .....	.....	16.01

PROPERTY OPERATED.

[For roads making operating reports.]

MILES OF COMPLETED ROAD JUNE 30, 1900.

Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Total.
.....					82.98
.....					3.00
.....					18.69
.....					3.39
.....					133.18
.....					3.18
349.18					351.48
10.05					10.05
158.37					158.37
34.61					34.61
43.63					43.63
97.00					97.00
62.27				140.27	202.54
.....					119.94
.....					47.70
.....					16.59
.....					14.94
.....					195.36
.....					.80
.....					10.37
.....					16.22
.....					76.84
.....					13.86
.....					22.78
.....					32.29
.....					17.08
.....					196.37
.....					36.48
.....					33.01
.....					13.02
.....					32.17
.....					3.76
.....					161.50
.....					16.01

PROPERTY OPERATED—*Continued.*

[For roads making operating reports.]

MILES OF COMPLETED ROAD JUNE 30, 1890.

From	To	Illinois.	Wisconsin.
Lapham Junction.....	Zeda .....	.....	2.66
North Milwaukee	Portage City .....	.....	100.27
Merrill Park.....	Schwartzburg .....	.....	6.25
Cement Line Junction	Rock .....	.....	1.06
Iron Ridge	Fond du Lac .....	.....	28.52
Horicon	Berlin .....	.....	42.30
Brandon.....	Markesan .....	.....	11.49
Ripon	Oshkosh .....	.....	19.09
Rush Lake Junction	Winneconne.....	.....	14.89
Sabula Junction.....	River Junction.....	.....	.....
Bellevue.....	Cascade .....	.....	.....
Turkey River Junction	West Union.....	.....	.....
Waukon Junction.....	Waukon.....	.....	.....
Reno	Preston .....	.....	.....
North La Crosse	St. Paul .....	.....	1.39
St. Paul	Minneapolis.....	.....	.....
St. Croix Junction	Stillwater .....	.....	.....
Wabasha.....	Zumbrota .....	.....	.....
Wabasha.....	Chippewa Falls .....	.....	60.77
Red Cedar Junction.....	Cedar Falls.....	.....	20.67
North McGregor	Chamberlain .....	.....	.....
Beulah	Elkader .....	.....	.....
Spencer	Spirit Lake.....	.....	.....
Rock Valley.....	Eden .....	.....	.....
Marion Junction.....	Running Water .....	.....	.....
Calmar	Minneapolis.....	.....	.....
Conover.....	Decorah.....	.....	.....
Austin	Mason City.....	.....	.....
Mendota	St. Paul .....	.....	.....
Northfield	Cannon Junction.....	.....	.....
La Crescent	Woonsocket.....	.....	.....
Wells	Mankato .....	.....	.....
Madison.....	Bristol .....	.....	.....
South Minneapolis	Ortonville .....	.....	.....

PROPERTY OPERATED—*Continued.*

[For roads making operating reports.]

MILES OF COMPLETED ROAD JUNE 30, 1890.

Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Total.
.....	.....	.....	.....	.....	2.66
.....	.....	.....	.....	.....	100.27
.....	.....	.....	.....	.....	6.25
.....	.....	.....	.....	.....	1.06
.....	.....	.....	.....	.....	28.52
.....	.....	.....	.....	.....	42.30
.....	.....	.....	.....	.....	11.49
.....	.....	.....	.....	.....	19.09
.....	.....	.....	.....	.....	14.89
136.18	24.98	.....	.....	.....	161.11
85.77	.....	.....	.....	.....	85.77
58.84	.....	.....	.....	.....	58.84
22.95	.....	.....	.....	.....	22.95
.....	57.77	.....	.....	.....	57.77
.....	128.42	.....	.....	.....	128.42
.....	8.30	.....	.....	.....	8.30
.....	24.78	.....	.....	.....	24.78
.....	60.21	.....	.....	.....	60.21
.....	1.83	.....	.....	.....	62.60
.....	.....	.....	.....	.....	20.67
291.48	.....	.....	149.77	.....	441.25
19.22	.....	.....	.....	.....	19.22
20.18	.....	.....	.....	.....	20.18
8.99	.....	.....	.39	.....	9.38
.....	.....	.....	62.85	.....	62.85
41.88	130.64	.....	.....	.....	172.02
10.00	.....	.....	.....	.....	10.00
27.95	11.34	.....	.....	.....	39.29
.....	5.56	.....	.....	.....	5.56
.....	31.98	.....	.....	.....	31.98
.....	296.22	.....	97.20	.....	393.42
.....	38.06	.....	.....	.....	38.06
.....	.....	.....	108.02	.....	108.02
.....	177.27	.....	.....	.....	177.27

PROPERTY OPERATED—*Continued.*

[For roads making operating reports,]

MILES OF COMPLETED ROAD JUNE 30, 1890.

From	To	Illinois.	Wisconsin.
Glencoe	Hutchinson .....	.....	.....
Hopkins	Lake Minnetonka .....	.....	.....
Ortonville	Fargo .....	.....	.....
Ortonville Junction	Aberdeen .....	.....	.....
Hastings	Benton Junction .....	.....	.....
Milbank	Northwest .....	.....	.....
Andover	Harlem .....	.....	.....
Mitchell	Aberdeen .....	.....	.....
Aberdeen	Edgeley .....	.....	.....
Aberdeen	Bowdle .....	.....	.....
Roscoe	Orient .....	.....	.....
Roscoe	Eureka .....	.....	.....
Manilla	Sioux City .....	.....	.....
Sioux City	Scotland Junction .....	.....	.....
Scotland	Mitchell .....	.....	.....
Tripp	Armour .....	.....	.....
Elk Point	Sioux Falls Junction .....	.....	.....
Total .....	.....	318.06	1,310.09

PROPERTY OPERATED—Continued.

[For roads making operating reports.]

MILES OF COMPLETED ROAD JUNE 30, 1890.

Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Total.
.....	13.45	.....	.....	.....	13.45
.....	7.84	.....	.....	.....	7.84
.....	46.29	69.40	1.28	.....	116.97
.....	1.47	.....	107.02	.....	108.49
.....	53.71	.....	.....	.....	53.71
.....	.....	.....	33.00	.....	33.00
.....	.....	17.20	38.71	.....	55.91
.....	.....	.....	128.31	.....	128.31
.....	.....	31.61	32.72	.....	64.33
.....	.....	.....	57.02	.....	57.02
.....	.....	.....	40.99	.....	40.99
.....	.....	.....	26.39	.....	26.39
90.17	.....	.....	.....	.....	90.17
5.63	.....	.....	82.22	.....	87.85
.....	.....	.....	47.67	.....	47.67
.....	.....	.....	20.45	.....	20.45
34.92	.....	.....	67.81	.....	102.73
1,553.27	1,120.09	118.21	1,096.82	140.27	5,656.83

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line and Branches and Spurs.	Line Used Under Trackage Rights.	Total Mileage Operated.
Miles of single track.....	5,656.83	29.09	5,685.92
Miles of second track.....	48.16	15.72	63.88
Miles of third track.....	3.25	.....	3.25
Miles of connection track.....	25.08	.....	25.08
Miles of yard track, sidings and spurs.....	1,123.06	.....	1,123.06
Total mileage operated (all tracks).....	6,856.38	44.81	6,901.19

MILEAGE OF LINES BY STATES AND TERRITORIES.

MILEAGE OPERATED.

State or Territory.	Line Represented by Capital Stock. Main line and Branches and Spurs.	New Line Constructed During Year.	Total Mileage Excluding Trackage Rights.	Line Used Under Trackage Rights.
Illinois	318.06	.30	318.06	21.07
Wisconsin.....	1,310.09	.....	1,310.09	.....
Iowa	1,533.27	*21.46	1,533.27	.67
Minnesota.....	1,120.09	*.06	1,120.09	.....
North Dakota	118.21	.27	118.21	.....
South Dakota.....	1,096.82	*.35	1,096.82	.....
Missouri.....	140.27	.....	140.27	7.35
Total mileage operated (single track).....	5,656.83	*21.32	5,656.83	29.09

*Reductions.

MILEAGE OF LINES BY STATES AND TERRITORIES—

Continued.

MILEAGE OWNED.

State or Territory.	Line Represented by Capital Stock, Main Line and Branches and Spurs.	Total Mileage, Excluding Trackage Rights.	Rails.	
			Iron.	Steel.
Illinois	318.08	318.08	34.20	283.88
Wisconsin	1,310.00	1,310.00	262.23	1,047.86
Iowa.....	1,553.27	1,553.27	381.41	1,171.86
Minnesota	1,120.00	1,120.00	360.45	759.64
North Dakota	118.21	118.21	6.46	111.75
South Dakota	1,006.82	1,006.82	537.31	559.51
Missouri.....	140.27	140.27	.....	140.27
Total mileage owned (single track).....	5,656.88	5,656.88	1,582.06	4,074.77

†Includes 9.17 miles main track owned jointly with other companies.

RENEWALS OF RAILS AND TIES—STATE OF NORTH DAKOTA.

(Proportional.)

NEW RAILS LAID DURING YEAR.

Steel—

Tons.	361,949
Weight per yard, lbs.	60 and 75
Average price per ton at distributing point	\$ 30 90

NEW TIES LAID DURING YEAR.

Mixed—

Number	30,159
Average price at distributing point	40.20 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NORTH DAKOTA.

Locomotives.	Coal, Tons — Bituminous.	Wood—Cords.		Total Fuel Consumed, Tons.	Miles Run.	Average Pounds Consumed per Mile.
		Hard.	Soft.			
Passenger	6,118	.....	191	6,213	165,767	74
Freight	10,196	.....	318	10,356	279,167	74
Switching	3,467	.....	106	3,521	96,123	74
Construction	612	.....	19	621	16,600	74
Total	20,393	.....	636	20,711	557,657	74
Average cost at distributing point....	\$ 1.96		\$2.43			

PERSONAL INJURIES,

ON C., M. & ST. P. RY. IN NORTH DAKOTA FROM JUNE 30, 1899, TO JUNE 30, 1900.

Date.	Name.	Occupation.	Station.	Employee Killed.	Cause.	Character of Injury.
July 16,	Chas. Hiltgen	Brakeman	Wahpeton	1	Fell from engine while switching.	Killed.

CHARACTERISTICS OF ROAD.

To secure data for correctly compiling the statement here requested, it will be necessary to make a re-survey of a large portion of the system, as in the last twenty years modifications of grades have been made, of which there are, in many instances, no records in the engineer's office. On some lines acquired by this company no profiles are in existence. To compile what data we have would require about three months time, and to make a survey of the parts of the line of which we have not correct records may require four months work with a field party.

CHARACTERISTICS OF ROAD—*Continued.*

(North Dakota.)

TRESTLE AND PILE.

Number	46
Minimum length, feet	6
Maximum length, feet	994
Aggregate length, feet	4,048

	Feet.	Inches.	Whole Line.	North Dakota.
				Miles.
Gauge of track	3	.....	153.75	.....
Gauge of track	4	8½	5,503.08	118.21
Total. ....	.....	.....	5,656.83	118.21

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line, 5,675.76; miles of wire, 14,605.47; name of operating company, Western Union Telegraph company.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

For the construction of the telegraph lines the Western Union Telegraph company, or the Northwestern Telegraph company in some cases, furnished some material, and claim joint ownership.

CAR MILEAGE.

Individuals, co-operative fast freight lines and stock companies to which the company making this report pays mileage for the use of cars:

American Tank Line,
 Armour-Cudahy company,
 American Refrigerator Transit company,
 Ames Coal Transportation company,
 Anglo-American Refrigerator company,
 Armour & Co.,
 Austell Refrigerator company,
 Anderson Refrigerator Line,
 Arms Palace Horse Car company.
 American Live Stock Trans. company,
 American Cotton Oil company,
 American Live Stock Express company,
 American Transportation company,
 Blue Line Transit company,
 Bassett, J. B., & Co.,
 Barrett & Barrett,
 Bousfield & Co.,
 Canada Southern Line,
 J. I. Case Threshing Machine company,
 California Fruit Transportation company,
 Columbus & Hocking Coal & Iron company,
 Coates Trunk Line,
 Crystal Oil Works,
 Canadian Pacific Despatch,
 Canda Cattle Car company,
 Chicago Stock Car company,
 Chicago Refrigerator Car company,
 Chicago Steel Works,
 Consolidated Tank Line company,
 Cleveland Refining company,
 Dold, J., & Son Dressed Beef Line,
 Ellsworth, J. W., & Co.,
 Empire Line,
 Erie Despatch,
 Empire Oil Works,
 Eureka Coal company,
 Excelsior Oil company,
 Eagle Consolidated Refining company,
 Fall Brook Coal company,
 Fairbank, N. K., & Co.,
 Globe Refining company,
 Goodell Refrigerating Car company,
 Hammond Refrigerator company,
 Hannibal Transfer company,
 Hodgman, G. B., Manufacturing company,
 Hanford, P. C., Oil company,
 Havens, C. B., & Co.,
 Hicks Stock Car company,
 Haakinson, E., & Co.,
 Iron Car Express Line,

Kansas City Packing company,
 Kansas City Refrigerator company,
 Knoblaugh, A. L.,
 Lima Oil company,
 Live Poultry Transportation company,
 Mann Bros.,
 Menasha Wooden Ware company,
 Merchants' Despatch Trans company,
 Midland Line,
 Mitchell & Lewis Co.,
 Morris, Edward, Refrigerator Line,
 Morris, Nelson, & Co.,
 Mutual Oil company,
 Mather Stock Car Line,
 Miller, A. D., & Sons,
 National Despatch Line,
 National Linseed Oil company,
 Nickel Plate Line,
 National Oil company,
 National Gas Oil company,
 Pennsylvania Refining company,
 Pittsburg & Toledo Despatch,
 Peerless Refining company,
 Post, Martin & Co.,
 Pullman's Palace Car company,
 Polar Equipment and Transit company,
 Paragon Refining company,
 Racine Wagon and Carriage company,
 Red Line Transit company,
 Rend, W. P., & Co.,
 Railway Car association.
 St. Louis Refrigerator Car company,
 Schofield, Shurmer & Teagle,
 Southern Iron Car Line,
 Swift's Refrigerator Car company,
 Silberhorn company.
 Street's Stable Car Line company,
 St. Charles Car company,
 Southern Despatch Lumber Line,
 Sun Oil Line,
 Thatcher, A. T.,
 Union Line,
 Union Tank Line,
 United States Transportation company,
 Union Refrigerator Transit company,
 Western Car Leasing company,
 Wagner Palace Car company,
 Weaver, Tod & Co.,
 White Line,
 Westmoreland Coal company,

Inter-State Transit company,
International Oil Works,
Joliet & Chicago Stone company,
Kansas City Dressed Beef Line,

Waverly Oil Works,
Washington Refining company,
Webster Gasoline company,

STATE OF ILLINOIS, }
COUNTY OF COOK. } ss.

We, the undersigned, Roswell Miller, president, and J. P. Whaling, general auditor of the Chicago, Milwaukee & St. Paul Railway company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

ROSWELL MILLER,
President.

J. P. WHALING,
General Auditor.

Subscribed and sworn to before me this 6th day of November, 1890.

[SEAL.]

J. R. DICKINSON,
Notary Public.

ANNUAL REPORT

OF THE

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1890.

HISTORY.

Name of common carrier, St. Paul, Minneapolis & Manitoba Railway company.

Date of organization, May 23, 1879.

Organized under laws of Minnesota.

Note 1.—The St. Paul, Minneapolis & Manitoba Railway company was organized on May 23, 1879, under the laws of the State of Minnesota, by the purchasers at a foreclosure sale of the line of railways theretofore owned by the First Division of the St. Paul & Pacific Railroad company, extending from St. Paul, via St. Anthony (now Minneapolis East), to Sauk Rapids, Minnesota.

Within a few days afterwards the St. Paul, Minneapolis & Manitoba Railway company purchased, at other foreclosure sales, the other line theretofore owned by the First Division company, extending from St. Anthony westward to Breckenridge, in the same State, and the line theretofore owned by the St. Paul & Pacific Railway company, extending from East St. Cloud to St. Vincent, in the same State, then only partially completed.

By these purchases the St. Paul, Minneapolis & Manitoba Railway company succeeded to all the railroads and other property, and to all the franchises of the other two companies mentioned.

At the date of the foreclosure sales, mortgage bonds previously issued by those companies to raise money for construction purposes were outstanding to the amount, with accrued interest, of nearly \$33,000,000. Stock of the companies was also outstanding to the further amount of \$6,000,000.

From the proceeds of the bonds and stocks mentioned there had been completed 401 miles of railroad.

On October 6, 1879, the 401 miles mentioned, together with 255 additional miles, part of which had been completed with funds advanced by the syndicate purchasing at the foreclosure sales, and the residue acquired from other companies, making a total of 656 miles, were recapitalized at \$31,000,000, represented as follows:

First mortgage bonds.....	\$ 8,000,000
Second mortgage bonds.....	8,000,000
Stock issued as fully paid.....	15,000,000

\$ 31,000,000

Comr. of R. R's 17.

This recapitalization also covered large expenditures made by the purchasing syndicate for terminals, renewals, betterments and equipment. The mileage subsequently added, has in part been constructed by the St. Paul, Minneapolis & Manitoba Railway company directly, and in part been purchased from other companies; such purchases having, with immaterial exceptions, been made before the acquired mileage had been put in operation, and in each instance free from outstanding stock or bonds.

ORGANIZATION.

Name of Directors.	Date of Expiration of Term.	Postoffice Address.
Sir Geo. Stephen.....	Montreal, P. Q.....	October 10, 1891
Sir Donald A. Smith.....	Montreal, P. Q.....	October 10, 1891
George Bliss.....	New York, N. Y.....	October 10, 1891
James J. Hill.....	S. Paul, Minn.....	October 10, 1891
W. P. Clough.....	St. Paul, Minn.....	October 10, 1891
M. D. Grover.....	St. Paul, Minn.....	October 10, 1891
Samuel Hill.....	Minneapolis, Minn.....	October 10, 1891

Total number of stockholders at date of last election, 706.

Date of last meeting of stockholders for election of directors, September 11, 1890.

Postoffice address of general office, St. Paul, Minn.

Postoffice address of operating office, St. Paul, Minn.

OFFICERS.

Title.	Name.	Location of Office.
President.....	J. J. Hill.....	St. Paul, Minn
First Vice President.....	Sir Donald A. Smith.....	Montreal, P. Q
Second Vice President.....	W. P. Clough.....	St. Paul, Minn
Secretary and Asst. Treas.....	E. Sawyer.....	St. Paul, Minn
Treasurer and Asst. Sec.....	E. T. Nichols.....	New York City, N. Y
General Solicitor.....	M. D. Grover.....	St. Paul, Minn
Comptroller.....	C. H. Warren.....	St. Paul, Minn
Land Commissioner.....	W. W. Braden.....	St. Paul, Minn

PROPERTY OPERATED.

BY THE ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY.

MAIN LINES AND BRANCHES AND SPURS.

	Miles.
St. Paul, Minn., to Barnesville, Minn.....	217.82
State Fair Grounds Spur.....	.64
Osseo Junction, Minn., to St. Cloud, Minn., including North "Y".....	68.07
Elk River, Minn., to Milaca, Minn.....	31.90
St. Cloud, Minn., to Hinckley, Minn.....	66.48
East St. Cloud, Minn., to Sauk Rapids, Minn.....	2.14
St. Cloud, Minn., to Willmar Junction Minn.....	55.85
Sauk Centre, Minn., to Eagle Bend, Minn.....	36.44
Fergus Falls, Minn., to Pelican Rapids, Minn.....	21.65
Carlisle Junction, Minn., to Elizabeth, Minn..	3.52
Minneapolis Junction, Minn., to East Minneapolis, Minn.....	.70
East Minneapolis, Minn., to Breckenridge, Minn.....	204.12
Minnetonka North Shore Line, Minn.....	5.98
Hutchinson Junction, Minn., to Hutchinson, Minn.....	58.13
Morris, Minn., to Browns Valley, Minn.....	46.68
Tintah Junction, Minn., to Ellendale, N. D.....	104.32
Rutland Junction, N. D., to Aberdeen, S. D.....	64.00
Barnesville, Minn., to St. Vincent, Minn.....	170.95
St. Vincent Junction switch to boundary line.....	2.62
St. Vincent Junction switch to end of track, via old depot.....	2.12
Shirley, Minn., to St. Hilaire, Minn.....	21.55
Barnesville Junction, Minn., to Grand Forks Junction, N. D.....	98.14
Grand Forks, N. D., to boundary line.....	80.94
Moorhead Junction, Minn., to Halstad, Minn.....	34.09
Breckenridge, Minn., to Larimore Junction, N. D., via Portland.....	132.00
Everest N. D., to Portland Junction, N. D., via Mayville.....	50.44
Ripon, N. D., to Hope, N. D.....	29.50
Crookston Junction, Minn., to Minot, N. D.....	230.33
Park River Junction, N. D., to Langdon, N. D.....	73.88
Rugby Junction, N. D., to Bottineau, N. D.....	38.66
Evansville, Minn., to Tintah Junction, Minn.....	32.08
Minot, N. D., to South Side Sun River, Mont.....	549.25
Johnstown Junction to junction with Sand Coulee branch, Great Falls, Mont.....	3.10
West Side branch from Great Falls, Mont.....	.77
Great Falls, Mont., to Smelter.....	5.38
Moorhead, Minn., to Wahpeton, N. D.....	42.91
Church's Ferry, N. D., to St. Johns, N. D.....	55.21
Carman, Minn., to Fosston, Minn.....	44.69
North St. Cloud branch, Minn.....	2.53
Benson, Minn., to Watertown, S. D.....	91.62
Total.....	2,770.40

PROPRIETARY LINES.

Willmar & Sioux Falls railway, from Willmar, Minn., to Sioux Falls, S. D.....	146.91
Duluth, Watertown & Pacific railway, from Watertown, S. D., to Huron, S. D.....	69.84
Total.....	216.75

LINE OPERATED UNDER LEASE.

Montana Central railway, from Sand Coulee Junction to Sand Coulee, Mont.....	14.52
Total mileage operated.....	3,001.67

EXPLANATORY REMARKS.

Dividends declared during the year, \$1,200,000 of which \$800,000 was paid by this company, and \$800,000 paid by the Great Northern Railway company as per terms of contract.

CAPITAL STOCK.

COMMON.

Number of shares	\$ 200,000
Par value of shares.....	100
Total par value authorized	20,000,000
Total amount issued and outstanding	20,000,000
Rate (9 months) 6 per cent.	
Amount of dividends declared during year.....	900,000

Manner of Payment for Capital Stock.	Total Number of Shares.	Total Cash Realized.
Issued for cash—common	50,000	\$ 5,000,000
Re-issued for re-organization—common.....	150,000	15,000,000
Total	200,000	\$ 20,000,000

EXPLANATORY REMARKS.

The amount of interest accrued is for seven months, ending January, 31, 1890, after which date the Great Northern Railway company assumed payment.

Accrued interest from February 1st to June 30, 1890, is \$1,197,264.59.

Note 2.—These bonds having been issued by another company, this company has no means of accurately ascertaining the amount realized.

Note 3.—Included in this amount are \$10,000,000, sold to stockholders under resolution of the board of directors passed April 12, 1883. Ten per cent of the face was paid in cash by the stockholders. The remainder was applied as compensation to stockholder for his interest in the company's net revenue that had been diverted to the purposes of constructing and acquiring additional mileage, instead of having been distributed in dividends.

FUNDED DEBT, JUNE 30, 1890.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate Per Cent	Interest.		
	Date of Issue.	When Duc.						When Payable.	Amount Ac- rued During Seven Months.	Amount Ma- tured During Seven Months.
St. Paul & Pacific Ry....	1882	1892	.....	.....	\$ 346,000 00	*	7	July 1-Jan. 1.	\$ 14,945 00	\$ 14,945 00
First mortgage land grant	1879	1909	\$ 8,000,000 00	\$ 8,000,000 00	4,280,000 00	†	7	July 1-Jan. 1.	182,933 33	182,933 33
Second mortgage.....	1879	1909	8,000,000 00	8,000,000 00	8,000,000 00	†	6	April 1-Oct. 1	280,000 00	280,000 00
Indiana extension.....	1880	1910	6,000,000 00	6,000,000 00	5,675,000 00	\$ 5,683,642 65	6	May 1-Nov. 1	198,660 00	198,660 00
Consolidated mortgage..	1888	.....	50,000,000 00	13,344,000 00	13,344,000 00	† 13,344,000 00	6	Jan. 1-July 1.	467,040 00	467,040 00
Consolidated mortgage..	....	....	.....	13,651,000 00	13,651,000 00	11,854,465 00	4½	Jan. 1-July 1.	385,333 75	385,333 75
Montana extension.....	1887	.....	25,000,000 00	7,468,000 00	7,468,000 00	6,006,537 50	4	June 1-Dec. 1	174,253 33	174,253 33
Confederal trust redeemed during the year.....	....	....	.....	.....	.....	.....	....	.....	233,333 34	233,333 34
Grand total.....	....	....	.....	.....	\$52,785,000 00	.....	....	... ..	\$ 1,909,508 75	\$ 1,909,508 75

*See note 2. †See note 1. ‡See note 1. §See note 3.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current Liabilities Acquired to and Including June 30, 1890.	Amount.
Cash	\$ 87,081 45	Audited vouchers and accounts	\$ 300,669 40
Bills receivable.....	121,608 58	Wages and Salaries.....	28,350 06
Due from agents	23,155 67	Net traffic balances due to other companies.....	7,605 40
Due from solvent companies and individuals	111,267 86	Balance—cash assets.....	112,160 88
Other cash assets.....	106,697 18		
Total.....	\$ 448,785 74	Total	\$ 448,785 74

RECAPITULATION OF FUNDED DEBT.

MORTGAGE BONDS.

Amount issued.....	\$ 52,785,000 00
Amount outstanding.....	52,785,000 00
Amount accrued during seven months.....	1,909,508 75
Amount matured during seven months.....	1,909,508 75

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount out- standing.	Apportionment. To Railroads.	Amount per mile of road.	
			Miles.	Amount.
Capital stock.....	\$ 20,000,000 00	\$ 20,000,000 00	2,774.67	\$ 7,208 07
Bonds.....	52,785,000 00	52,785,000 00	2,774.67	19,023 89
Total....	\$ 72,785,000 00	\$ 72,785,000 00	2,774.67	\$ 26,231 96

RECAPITULATION—Continued.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRUCKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.
(Seven months only.)

Name of Road.	Capital Stock.	Funded Debt.	Total.	Amount per mile of road.	
				Miles.	Amount.
St. Paul, Minneapolis & Manitoba railway	\$ 20,000,000 00	\$ 52,785,000 00	\$ 72,785,000 00	2,770.40	\$ 26,372.86
Willmar & Sioux Falls railway	1,500,000 00	2,625,000 00	4,125,000 00	146.91	28,078.41
Duluth, Watertown & Pacific railway	780,000 00	1,875,000 00	2,105,000 00	69.84	30,140.82
Montana Central railway, (Sand Coulee branch leased) .....	.....	.....	.....	14.52	.....
Total	\$ 22,280,000 00	\$ 56,785,000 00	\$ 79,015,000 00	3,001.67	.....

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenses During Year not Included in Operating Ex- penses charged to Construc- tion or Equip- ment.	Total Cost to June 30, 1889.	Total Cost to June 30, 1890.
Construction—			
Right of way.....	\$ 2,854 44	.....	.....
Other real estate	1,838 36	.....	.....
Fences.....	13,247 70	.....	.....
Bridges and trestles.....	895 06	.....	.....
Rails	43,082 25	.....	.....
Buildings, furniture and fixtures.....	9,816 01	.....	.....
Sidings and yard extensions	16,432 84	.....	.....
Terminal facilities and elevators.....	1,428 24	.....	.....
Other items	1,551 00	.....	.....
Total construction	\$ 2,191 28	\$70,847,951 36	\$ 70,850,142 64
Equipment—			
Locomotives	\$ 30,682 51	.....	.....
Total equipment	\$ 30,682 51	\$ 7,674,644 84	\$ 7,705,326 85
Grand total cost construction, equipment, etc	\$ 32,873 79	\$78,522,596 70	\$ 78,555,469 49

INCOME ACCOUNT.

FROM ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 6,154,871 46	
Less operating expenses	2,850,246 71	
Income from operation.....		\$ 3,304,124 75
Interest on bonds owned.....	\$ 69,215 49	
Dividends on stocks owned	4,452 00	
Miscellaneous income—less expenses.....	162,849 93	-
Income from other sources.....		236,017 42
Total income.....		\$ 3,540,142 17
Deductions from Income—		
Interest on funded debt accrued.....	\$ 1,909,508 75	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	29,362 68	
Rentals.....	12,706 75	
Taxes.....	175,008 45	
Total deductions from income.....		2,126,581 63
Net income.....		\$ 1,413,560 54
Dividends, 6 per cent., common stock, for nine months..	\$ 900,000 00	
Total		900,000 00
Surplus from operations of year ending June 30, 1890....		\$ 513,560 54
Surplus on June 30, 1890. [From "General Balance Sheet," 1890 report.].....		2,488,324 24
		\$ 3,001,884 78
Deductions for year, arising from sale of securities.		728,002 71
Surplus on June 30, 1890. [For entry on "General Bal- ance Sheet"].....		\$ 2,273,792 07

EARNINGS FROM OPERATION,

STATE OF NORTH DAKOTA.

Total passenger revenue.....	\$ 269,227 44
Mail.....	39,648 19
Express	23,778 67
Extra baggage and storage.....	3,552 46
Other items.....	20,389 30
Total passenger earnings	\$ 356,546 06
Total freight revenue	\$ 988,016 13
Other items.....	114 94
Total freight earnings	\$ 988,131 07
Total passenger and freight earnings	\$ 1,339,677 13
Other earnings from operation—	
Switching charges—Balance	\$ 18 00
Other sources.....	976 01
Total other earnings.....	\$ 994 01
Total gross earnings from operation—North Dakota.....	\$ 1,340,671 14
Total gross earnings from operation—entire line	\$ 6,154,371 46

BONDS OWNED.

Income from bonds held and disposed of during the year.\$ 69,215 49

STOCKS OWNED.

Dividends on stock held and disposed of during the year.....\$ 4,452 00

RENTALS RECEIVED FOR USE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property. Leased.	Name of Company Using Property Leased.	Item.
Terminals.	St. Paul and Minneapolis	C. B. & N. Ry.....	\$ 12,106 24
	St. Paul.....	C., S. P., M. & O. Ry	1,000 00
	Minneapolis Junction to Minneapolis	St. P. & D. Ry.....	656 25
	Great Falls, Mont.....	Montana Central Ry.....	2,110 00
	St. Paul.....	M., S. P. & S. S. M. Ry..	1,774 80
	St. Anthony Park.....	Minneapolis Union Elevator company.....	875 00
	St. Anthony Park.....	St. Anthony Elevator Co.	1,519 18
	Minneapolis, Minn	John Norton.....	450 00
	St. Paul.....	Northwestern Fuel Co. ..	1,166 62
	Sundry..	Sundry..	1,984 61
Total			\$ 23,623 70

NET MISCELLANEOUS INCOME.

Rent of leased lines	\$ 97,104 14
Locomotive and car service.....	33,431 21
Miscellaneous	23,514 58
Total	\$ 154,050 93

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.]

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures—			
Repairs of roadway	\$ 108,435 10	\$ 176,803 62	\$ 286,238 72
Renewals of rails	1,608 71	1,270 36	2,879 07
Renewal of ties	5,189 67	7,405 67	12,545 34
Repairs of bridges and culverts	12,437 34	23,273 18	35,710 52
Repairs of fences, road-crossings, signs and cat-tle guards	4,949 00	8,720 74	13,669 74
Repairs of buildings	25,513 31	36,855 66	62,368 97
Repairs of telegraph	2,359 36	4,324 31	6,683 67
Total	\$ 161,442 49	\$ 258,653 54	\$ 420,096 03
Maintenance of equipment—			
Repairs and renewals of locomotives	\$ 73,985 23	\$ 116,385 77	\$ 190,321 00
Repairs and renewals of passenger cars	82,588 84	.....	82,588 84
Repairs and renewals of freight cars .....	.....	234,961 81	234,961 81
Shop machinery, tools, etc.	3,152 54	4,736 26	7,888 80
Total	\$ 159,676 61	\$ 356,083 84	\$ 515,760 45
Conducting Transportation—			
Wages enginemen, firemen and roundhousemen	\$ 120,498 31	\$ 174,308 94	\$ 294,807 25
Fuel for locomotives	151,349 44	248,393 18	399,742 62
Water supply for locomotives	11,977 47	16,397 76	28,375 23
All other supplies for locomotives	7,901 88	12,570 04	20,471 92
Wages of other trainmen	80,717 30	140,857 84	221,575 14
All other train supplies	52,980 32	7,799 53	60,779 85
Wages of switchmen, flagmen and watchmen...	8,501 78	56,835 39	65,337 17
Expense of telegraph, including train dispatch-ers and operators	19,724 25	27,279 96	47,004 21
Wages of station agents, clerks and laborers....	62,816 22	150,877 10	213,693 32
Station supplies	7,075 40	11,927 76	19,003 16
Switching charges—balance	17 28	826 31	843 59
Car mileage—balance	5,202 10	9,741 50	14,943 60
Loss and damage	8,504 11	32,529 52	41,033 63
Injuries to persons	10,774 33	40,076 07	50,850 40
Other expenses	3,303 25	.....	3,303 25
Total	\$ 540,989 24	\$ 910,937 90	\$ 1,451,877 14

OPERATING EXPENSES—Continued.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.]

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses—			
Salaries of officers	\$ 23,767 71	\$ 31,287 78	\$ 55,055 49
Salaries of clerks	20,683 26	31,172 48	51,855 74
General office expenses and supplies	15,111 32	17,871 26	32,982 58
Agencies, including salaries and rent	33,988 72	16,727 04	50,565 76
Advertising	16,021 65	998 55	17,015 20
Commissions	11,019 02	.....	11,019 02
Insurance	10,759 75	10,956 72	21,716 47
Expense of fast freight lines.....	.....	3,280 67	3,280 67
Rents for tracks, yards and terminals.....	48,649 22	19,516 78	68,166 00
Rentals not otherwise provided for	468 71	618 47	1,087 18
Legal expenses	27,759 06	41,188 47	68,947 55
Stationery and printing.....	11,907 50	13,990 98	25,898 48
Other general expenses.....	23,048 84	31,904 11	54,947 95
Total.....	\$ 243,009 78	\$ 219,508 31	\$ 462,518 09
Recapitulation of Expenses—			
Maintenance of way and structures.....	\$ 161,442 49	\$ 258,658 54	\$ 420,096 03
Maintenance of equipment.....	159,676 61	356,068 84	515,760 45
Conducting transportation	540,989 24	910,987 90	1,451,877 14
General expenses	243,009 78	219,508 31	462,518 09
Grand total.....	\$ 1,105,068 12	\$ 1,745,178 59	\$ 2,850,246 71
Percentage of expenses to earnings—entire line.....	.....	.....	46.31
Operating Expenses—State of North Dakota			
Maintenance of way and structures.....	\$ 42,068 84	\$ 59,994 43	\$ 102,063 27
Maintenance of equipment.....	44,487 33	88,211 33	132,648 66
Conducting transportation	153,639 01	216,106 68	369,744 69
General Expenses	54,420 24	53,782 00	108,202 24
Total	\$ 294,585 42	\$ 418,093 44	\$ 712,678 86
Percentage of expenses to earnings—North Dakota.....	.....	.....	53.16

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Cash.	Total.
Montana Central railway (Sand Coulee branch).....	\$ 12,706 75	\$ 12,706 75
Total rentals.....	.....	\$ 12,706 75

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Situation of Property Leased.	Name of Company Owning Property Leased.	Item.
Terminals—		
Minnesota Transfer.....	Minnesota Transfer Railway....	\$ 19,465 50
Minneapolis, Minn.....	Minneapolis Union Railway....	34,214 13
St. Paul, Minn.....	St. Paul Union Depot Co.....	14,498 37
Total rentals .....	.....	\$ 68,168 00
Grand total rentals paid.....	.....	\$ 80,872 75

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June 30, 1888.	June 30, 1890.	Year Ending June 30, 1890.	
			Increase.	Decrease.
Cost of road.....	\$ 70,847,951 36	\$ 70,850,142 64	\$ 2,191 28	
Cost of equipment.....	7,674,644 84	7,705,326 85	30,682 51	
Bonds of other companies owned.....	5,424,225 00	.....	.....	\$ 5,424,325 40
Stocks of other companies owned.....	4,108,167 44	.....	.....	4,108,167 44
Other permanent investments—Real estate	1,287,731 04	188,990 87	.....	1,098,740 17
Cash and current assets	\$ 89,882,719 18	\$ 78,754,460 86	.....	.....
Other assets—Materials and supplies	2,294,170 82	448,785 74	.....	\$ 1,845,384 58
.....	280,518 88	.....	.....	280,518 88
Grand total	\$ 91,927,408 88	\$ 79,208,246 10	.....	\$ 12,724,163 28

COMPARATIVE GENERAL BALANCE SHEET—Continued.

Liabilities.	June 30, 1889.	June 30, 1890.	Year Ending June 30, 1890.	
			Increase.	Decrease.
Capital stock.....	\$ 20,000,000 00	\$ 20,000,000 00	.....	.....
Funded debt.....	60,985,000 00	52,785,000 00	.....	\$ 8,200,000 00
Current liabilities	3,138,390 98	396,624 86	.....	2,801,765 50
Accrued interest on funded debt not yet payable.....	368,319 99	.....	.....	368,319 99
State tax not yet due	38,029 69	7,998 19	.....	30,031 50
Sinking fund 1st mortgage bonds.....	3,598,514 12	3,791,801 87	\$ 193,287 75	.....
Sinking fund consol mortgage bonds .....	.....	8,029 11	8,029 11	.....
Fund for renewals and additions	1,310,829 93	.....	.....	1,310,829 93
Profit and loss.....	2,488,824 24	2,273,792 07	.....	214,532 17
Grand total.....	\$ 91,927,408 33	\$ 79,203,246 10	.....	\$ 12,724,162 22

IMPORTANT CHANGES DURING THE YEAR—STATE OF NORTH DAKOTA.

Lease of line to Great Northern railway for term of 999 years.

Redemption and cancellation of collateral trust bonds.

Delivery of sundry properties and securities to the Great Northern Railway company as subscription to the capital stock of that company, same being made for benefit of the stockholders of this company.

CONTRACTS, AGREEMENTS, Etc., AFFECTING BUSINESS WITHIN STATE OF NORTH DAKOTA.

July 1, 1889, January 31, 1890.

Contract with American Express company whereby they do all express business on this line. The railway company receiving a per centage of the earnings.

Mail routes established by the United States government as provided by law.

Contract with the Western Union Telegraph company—telegraph company furnish material and construct line, the railway company maintain telegraph lines in consideration of use of same for its own business, deriving no revenue from telegraph business done for the public.

SECURITY FOR FUNDED DEBT.

Class of Security.	From.	To.	Miles.
Bonds—			
St. Paul & Pacific	St. Paul, Minn.....	Sauk Rapids, Minn.....	75.598
First Mortgage	St. Paul, Minn.....	International boundary, St. Vincent.....	898.015
	St. Cloud, Minn.....	Sauk Rapids, Minn.....	2.441
	Minneapolis Junction, Minn.	Barnesville, Minn.....	205.890
	Crookston, Minn.....	Red River, Minn.....	28.542
Second Mortgage	Same lines as 1st Mortgage	.....	624.888
Dakota Extension Mortgage	Morris, Minn.....	Browns Valley, Minn.....	46.680
	Barnesville, Minn.....	Neche, Dak.....	182.060
	Red River	End of line West.....	64.589
	Breckenridge, Minn....	Portland, Dak.	100.441
	Ripon, Dak.....	Hope, Dak.....	29.610
	Everest, Minn	Mayville, Dak.....	45.520
Consolidated Mortgage	Same lines as 1st mortgage	.....	624.888
	Same lines as Dakota Extension Mortgage.....	.....	468.900
	St. Cloud, Minn.....	Willmar, Minn.....	55.050
	Elk River, Minn.....	Milaca, Minn.....	31.800
	Tintah, Minn	Evansville, Minn.....	32.081
	Minneapolis, Minn.....	St. Cloud, Minn.....	62.960
	St. Cloud, Minn.....	Hinckley, Minn.....	66.510
	Sauk Centre, Minn.....	Eagle Bend, Minn.....	36.437
	Fergus Falls, Minn.....	Pelican Rapids, Minn.....	21.648
	Carlisle, Minn.....	Elizabeth, Minn.....	3.520
	Lake Junction, Minn.....	Spring Park, Minn.....	6
	Shirley, Minn.....	St. Hilaire, Minn.....	21.800
	Moorhead, Minn.....	Halstad, Minn.....	34
	Hutchinson Junction, Minn	Hutchinson, Minn.....	53.067
	Benson, Minn.....	Watertown, Dak.....	91.624
	Tintah, Minn	Ellendale, Dak.	104.321
	Rutland, Dak.....	Aberdeen, Dak.....	64
	Moorhead, Minn.....	Wahpeton, Dak.....	43
	End of track, Dak	Montana boundary.....	232.583
	Portland, Dak.....	Langdon, Dak.....	106.189
	Mayville, Dak	Portland Junction, Dak.....	5.086
	Rugby Junction, Dak.....	Bottineau, Dak.....	38.659

SECURITY FOR FUNDED DEBT.—*Continued.*

Class of Security.	From.	To.	Miles.
Consolidated Mortgage	St. Cloud, Minn.....	End of track.....	2.580
	Carman, Minn.....	Fosston, Minn.....	44.690
	Church's Ferry, Dak.....	St. John, Dak.....	55.210
			1,262.665
Montana Extension....	Dakota boundary	Great Falls, Mont.....	419.093

Note 1.—By the terms of the mortgage the Dakota extension mortgage, in addition to the lines above enumerated thereunder, also covers all other lines owned by this company in Dakota.

Note 2.—The consolidated mortgage covers 16.5 miles second track, St. Paul, Minn., to Fridley, Minn., 16.21 third and fourth tracks between St. Paul, Minn., and Minneapolis Minn., 14 miles second track between Minneapolis, Minn., and Lake Junction, Minn.

EMPLOYEES AND SALARIES—STATE OF NORTH DAKOTA—(Proportional).

JULY 1, 1889, TO JANUARY 31, 1890.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
Station agents.....	108	\$ 80,134 08	\$ 1 51
Other station men.....	25	9,500 05	2 08
Enginemen.....	33	22,582 56	3 76
Firemen.....	82	12,696 32	2 18
Conductors.....	44	19,219 20	2 40
Other trainmen.....	71	21,967 40	1 70
Machinists.....	18	7,043 40	2 15
Carpenters.....	26	9,605 96	2 03
Other shopmen.....	91	29,314 74	1 77
Section foremen.....	135	42,751 33	1 74
Other trackmen.....	238	55,011 32	1 27
Switchmen, flagmen and watchmen.....	5	1,533 00	1 68
Telegraph operators and dispatchers.....	13	4,550 00	1 99
All other employes and laborers.....	83	20,242 04	1 34
Total (including "General Officers")—North Dakota.....	922	\$ 286,151 41	.....
Total(excluding "General Officers")—North Dakota.....	922	\$ 286,151 40	.....
Distribution of above—			
Maintenance of way and structures.....	469	\$ 122,807 67	\$ 1 44
Maintenance of equipment.....	122	41,161 12	1 85
Conducting transportation.....	331	122,182 61	2 03
Total (including "General Officers")—North Dakota.....	922	\$ 286,151 40	.....
Total(excluding "General Officers")—North Dakota.....	922	\$ 286,151 40	.....

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE.

JULY 1, 1889, TO JANUARY 31, 1890.

Item.	Column for Ton- age, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	1,429,444	.....
Number of passengers carried one mile.....	47,062,872	.....
Average distance carried (miles).....	32.9	.....
Total passenger revenue		1,147,070.54
Average amount received from each passenger.		.80
Average receipts per passenger per mile.....		.02438
Estimated cost of carrying each passenger one mile.....		.02849
Passenger earnings per mile of road.....		487.46
Passenger earnings per train-mile.....		1.35790
Freight traffic—		
Number of tons carried of freight earning revenue.....	1,545,133	.....
Number of tons carried one mile.....	336,906,952	.....
Average distance haul of one ton (miles).....	218.1	.....
Total freight revenue.....		4,538,691.10
Average amount received for each ton of freight.....		2.94
Average receipts per ton per mile.....		.01347
Estimated cost of carrying one ton one mile.....		.00518
Freight earnings per mile of road.....		1,513.10
Freight earnings per train-mile.....		2.32561
Passenger and freight—		
Passenger and freight revenue.....		5,685,761.64
Passenger and freight revenue per mile of road.....		1,894.13
Passenger and freight earnings.....		6,005,028.95
Passenger and freight earnings per mile of road.....		2,000.56
Gross earnings from operation		6,154,371.46
Gross earnings from operation per mile of road.....		2,050.31
Expenses		2,850,246.71
Expenses per mile of road.....		949.55

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE—*Continued.*

JULY 1, 1889, TO JANUARY 31, 1890.

Item.	Column for Ton- age, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Column for Revenue and Rates.
Train mileage—		
Miles run by passenger trains.....	1,077,527	.....
Miles run by freight trains.....	1,951,617	.....
Total mileage trains earning revenue	3,029,144	.....
Mileage of loaded freight cars—North or east	19,177,062	.....
Mileage of loaded freight cars—South or west	14,025,436	.....
Mileage of empty freight cars—North or east	3,023,067	.....
Mileage of empty freight cars—South or west.....	7,890,286	.....
Average number of freight cars in train.....	22.57	.....
Average number of loaded cars in train.....	17.01	.....
Average number of empty cars in train.....	5.56	.....
Average number of tons of freight in train.....	172.63	.....
Average number of tons of freight in each loaded car...	10.15	.....

EXPLANATORY REMARKS.

It is impossible to give the freight traffic movements for North Dakota separately, therefore report for entire line is given.

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

JULY 1, 1889, TO JANUARY 31, 1890.

[Company's material excluded.]

Commodity.	Total Freight Tonnage.	
	Whole Tons.	Per Cent.
Products of Agriculture—		
Grain.....	842,801	54.55
Flour.....	28,600	1.84
Other mill products.....	17,865	1.16
Hay.....	16,800	1.09
Fruit and vegetables.....	12,877	.83
Products of Animals—		
Live stock.....	36,387	2.36
Dressed meats.....	552	.04
Other packing-house products.....	1,572	.10
Poultry, game and fish.....	811	.05
Wool.....	2,464	.16
Hides and leather.....	1,472	.10
Products of Mines—		
Anthracite coal.....	29,959	1.94
Bituminous coal.....	82,854	5.36
Coke.....	7,071	.46
Ores.....	85	.005
Stone, sand, and other like articles.....	20,444	1.32
Products of Forest—		
Lumber.....	80,348	5.20
Other forest products.....	162,989	10.55
Manufactures—		
Petroleum and other oils.....	7,355	.475
Iron, pig and bloom.....	3,584	.23
Iron and steel rails.....	16,069	1.04
Other castings and machinery.....	6,333	.40
Bar and sheet metal.....	13,090	.85
Cement, brick and lime.....	23,130	1.50
Agricultural Implements.....	8,520	.55
Wagons, carriages, tools, etc.....	1,249	.08

FREIGHT TRAFFIC MOVEMENT.—Continued.

JULY 1, 1889, TO JANUARY 31, 1890.

[Company's material excluded.]

Commodity.	Total Freight Tonnage.	
	Whole Tons.	Per Cent.
Wines, liquors and beers.....	8,762	.57
Household goods and furniture.....	2,640	.17
Merchandise	59,282	3.84
Miscellaneous—Other commodities not mentioned above	49,168	3.18
Total tonnage, entire line.....	1,545,133	100

DESCRIPTION OF EQUIPMENT.

JULY 1, 1888, TO JANUARY 31, 1890.

Item.	Number Added.	Total Number at End	Equipped With Train Brake.		Cars Fitted With Automatic Coupler.	
			Number.	Kind.	Number.	Kind.
Locomotives—						
Total	3	259	2	Steam.		
			82	Air.		
			1	Vacuum.		
Cars in Passenger Service—						
First class passenger cars		100				
Combination passenger cars		22				
Dining cars		6				
Sleeping cars		38				
Baggage, express, and postal cars		55				
Other cars in passenger service		3				
Total		224	224	Westinghouse	224	Miller.
Cars in Freight Service—						
Box cars		5,889				
Flat cars		1,558				
Stock cars		478				
Refrigerator cars		57				

Other cars.....	16	.....	.....	.....
Total	7,943	.....	.....	.....
Cars in Company's Service—				
Derrick cars.....	21	.....	.....	.....
Caboose cars	171	.....	.....	.....
Other road cars.....	118	.....	.....	.....
Total	310	.....	.....	.....
Grand Total.....	8,796	.....	.....	.....

MILEAGE.
MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock. Main Line.	Line of Proprietary Companies.	Line Operated Under Lease.	Total Mileage Operated.	Rails.		
					Iron.	Steel.	Mixed.
Miles of single track.....	2,770.40	216.75	14.52	3,001.67	314.86	2,686.81	.....
Miles of second track	26.92	.....	.....	26.92	.....	26.92	.....
Miles of third track	8.10	.....	.....	8.10	.....	8.10	.....
Miles of fourth track	8.10	.....	.....	8.10	.....	8.10	.....
Miles of yard track, sidings and spurs.....	381.62	14.67	2.56	378.85	.....	.....	378.85
Total mileage operated (all tracks).....	3,175.14	231.42	17.08	3,423.64	314.86	2,720.93	378.85

MILEAGE OF LINES BY STATES AND TERRITORIES.

MILEAGE OPERATED.

State or Territory.	Line Represented by Capital Stock. Main line.	Line of Proprietary Companies.	Line Operated Under Lease.	Total Mileage Excluding Trackage Rights.	Rails.	
					Iron.	Steel.
Minnesota	1,258.93	122.60	.....	1,381.53	167.31	1,214.22
North Dakota	997.92	.....	.....	997.92	147.55	850.37
South Dakota	99.25	94.15	.....	193.40	.....	193.40
Montana	414.30	.....	14.52	428.82	.....	428.82
Total mileage operated (single track)	2,770.40	216.75	14.52	3,001.67	314.86	2,686.81

MILEAGE OF LINES BY STATES AND TERRITORIES—

Continued.

MILEAGE OWNED.

State or Territory.	Line Represented by Capital Stock. Main Line.	New Line Constructed During Year.	Total Mileage, Excluding Trackage Rights.	Rails.	
				Iron.	Steel.
Minnesota	1,258.98	.....	1,258.98	187.81	1,081.62
North Dakota.....	997.92	.....	997.92	147.53	850.37
South Dakota.....	99.25	.....	99.25	.....	99.25
Montana.....	414.30	4.27	418.57	.....	418.57
Total mileage owned (single track)	2,770.40	4.27	2,774.67	314.86	2,459.81

RENEWALS OF RAILS AND TIES—STATE OF NORTH DAKOTA.

Rails Laid During Year.				New Ties Laid During Year.		
Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.	Kind.	Number.	Average Price at Distribut- ing Point.
Iron—second hand.....	177,427½	50 lbs.	\$ 20 00	Hard hewed	819	
	26,438	45 lbs.	20 00	Soft pine and tamarac.....	5,294	
Total iron	204,865½	.....	.....	Other.....	1,087	
Steel—second hand.....	61,188	60 lbs.	28 00			
	14,874½	58 lbs.	28 00			
Total steel.....	76,062½	.....	.....	Total	7,180	\$ 0 18

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

Bituminous coal, tons.....	134,163
Hard wood, cords.....	5,940
Total fuel consumed, tons.....	138,123
Miles run.....	3,773,973
Average pounds consumed per mile.....	73.19
Average cost at distributing point—	
Bituminous coal.....	\$ 3 00
Hard wood.....	1 60

ACCIDENTS TO PERSONS—STATE OF NORTH DAKOTA.

EMPLOYEES.

Trainmen, coupling and uncoupling, injured.....	2
Trainmen, falling from trains and engines, injured.....	3
Trainman, collision, injured.....	1
Switchmen, flagmen and watchmen, coupling and uncoupling, injured.....	1
Other employees, other causes, injured.....	1

OTHERS.

Passengers, other train accidents, injured.....	1
Tresspassers, other causes, killed.....	2
Total, killed and injured.....	11

CHARACTERISTICS OF ROAD—STATE OF NORTH DAKOTA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.
		Feet.
Wooden bridges.....	29	3,918
Trestles.....	1,195	72,901

Gauge of track, all 4 feet, 8½ inches.

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT, JOINTLY WITH WESTERN UNION TELEGRAPH COMPANY.

Miles of line, 823; miles of wire, 1,477; miles of line operated by this company for 7 months only, 823; miles of wire operated by this company for 7 months only, 1,477.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD
MAKING THIS REPORT.

Name of owner, Western Union Telegraph company; miles of line, 2,185; miles of wire, 5,598.
Operated by this company for 7 months.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY. } ss.

We, the undersigned, W. P. Clough, Second Vice President, and C. H. Warren, Comptroller of the St. Paul, Minneapolis & Manitoba Railway Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. P. CLOUGH,
Second Vice President.

C. H. WARREN,
Comptroller.

Subscribed and sworn to before me this 15th day of November, 1890.

[SEAL.]

E. T. STEVENSON,
Notary Public, Ramsey County, Minn..

ANNUAL REPORT
OF THE
MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1890.

HISTORY.

Name of common carrier making this report, Minneapolis, St. Paul & Sault Ste. Marie Railway Company.

Date of organization, June 11, 1888.

The Menomonie & Sault Ste. Marie Railway Company was organized in the year , under the general incorporation laws of Michigan.

The Minneapolis, Sault Ste. Marie & Atlantic Railway Company was organized in the year 1888, under the general incorporation laws of Wisconsin.

Said two companies were consolidated in the year 1886 under paragraphs 3343 and 3344, pages 854 and 855, Howell's Annotated Statutes of Michigan, and Section 833, Supplement to the Revised Statutes of Wisconsin.

The Minneapolis & Pacific Railway Company was organized in the year 1884, and the Minneapolis & St. Croix Railway Company in the year 1885, under the general incorporation laws of Minnesota.

The Aberdeen, Bismarck & Northwestern Railway Company was organized in the year 1888, under the general incorporation laws of the Territory of Dakota.

In the year 1888 the said consolidated company, the said Minneapolis & Pacific Railway Company, the said Aberdeen, Bismarck & Northwestern Railway Company, and the said Minneapolis & St. Croix Railway Company were consolidated, and all their rights, properties and franchises united and vested, in one single corporation; the said Minneapolis, St. Paul & Sault Ste. Marie Railway Company under the statutes above referred to and paragraphs 66, 67 and 68, pages 381 and 382, General Laws of Minnesota for 1887, and Chapter 94, General Laws of Minnesota for the year 1881, and Chapter 46, General Laws of the Territory of Dakota for the year 1879.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Thomas Lowry.	Minneapolis, Minn.	 September 16, 1890
R. B. Langdon.	Minneapolis, Minn.	 September 16, 1890
W. D. Washburn.	Minneapolis, Minn.	 September 16, 1890
H. E. Fletcher.	Minneapolis, Minn.	 September 16, 1890
John Martin.	Minneapolis, Minn.	 September 16, 1890
J. S. Pillsbury.	Minneapolis, Minn.	 September 16, 1890
C. H. Pettit.	Minneapolis, Minn.	 September 16, 1890

Total number of stockholders at date of last election, 62.

Date of last meeting of stockholders for election of directors, September, 1889.

General office at Minneapolis, Minn.

Operating office at Minneapolis, Minn.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board.	F. N. Finney.	 Minneapolis, Minn
President.	F. N. Finney.	 Minneapolis, Minn
First Vice President.	R. B. Langdon.	 Minneapolis, Minn
Secretary.	W. L. Martin.	 Minneapolis, Minn
Treasurer.	W. L. Martin.	 Minneapolis, Minn
Attorney, or General Counsel.	M. B. Koon.	 Minneapolis, Minn
Auditor.	C. W. Gardner.	 Minneapolis, Minn
General Manager.	F. D. Underwood.	 Minneapolis, Minn
Chief Engineer.	W. W. Rich.	 Minneapolis, Minn
Division Superintendent.	E. Pennington.	 Minneapolis, Minn
Division Superintendent.	W. M. Kellie.	 Minneapolis, Minn
Traffic Manager.	H. L. Shute.	 Minneapolis, Minn
General Passenger Agent.	John G. Taylor.	 Minneapolis, Minn
Asst. General Passenger Agent.	W. S. Thorne.	 Minneapolis, Minn

PROPERTY OPERATED.

[For roads making operating reports.]

Name.	Terminals.		Miles of Line for Each Road Named.
	From.	To.	
Main line—			
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co..	Sault Ste Marie, Mich....	Boynton, N. D.....	777.93
Branches—			
St. Paul branch	Cardigan Junction, Minn.	St. Paul, Minn.....	5.34
St. Croix branch.....	Dresser Junction Wis....	St. Croix Falls, Wis.....	4.05
Total.....	.....	.....	787.32
Lines operated under trackage rights—			
Northern Pacific railway...	Terminals at.....	Minneapolis	4.38
Northern Pacific railway...	Terminals at.....	St. Paul	2.65
Great Northern railway....	Minneapolis, Minn	St. Paul, Minn.....	11.00
Total.....	.....	.....	18.03
Total mileage operated.	.....	.....	805.35

CAPITAL STOCK.

Description.	Number of Shares.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock—				
Common	140,000	\$ 100	\$ 14,000,000	\$ 14,000,000
Preferred.....	70,000	100	7,000,000	7,000,000
Total.....	210,000	\$ 100	\$ 21,000,000	\$ 21,000,000

All stock of the present company was issued in exchange for stock of the constituent companies under articles of consolidation in June, 1898.

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Interest.			
	Date of Issue.	When Due.					Rate Per Cent	When Payable.	Amount Ac- crued During Year.	Amount Ma- tured During Year
Minneapolis & Pacific Ry. 1st mortgage bonds,....	Jan. 1 1896	Jan. 1 1896	\$ 4,280,000 00	\$ 4,280,000 00	\$ 4,280,000 00	\$ 3,646,500 00	5	Jan. and July	\$ 214,500 00	\$ 214,500 00
Minneapolis, Sault Ste. Marie & Atlantic Ry. Co. 1st mortgage bonds	Jan. 1 1896	Jan. 1 1926	10,000,000 00	10,000,000 00	10,000,000 00	8,410,000 00	5	Jan. and July	500,000 00	500,000 00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. 1st mort. consol. bonds.	July 1 1898	July 1 1898	6,710,000 00	6,710,000 00	5,210,000 00	2,772,624 09	5	Jan. and July	260,500 00	260,500 00
Total.....	....	....	\$ 21,000,000 00	\$ 21,000,000 00	\$ 19,500,000 00	\$ 14,829,124 09	....	.....	\$ 975,000 00	\$ 975,000 00

FUNDED DEBT—*Continued.*

EQUIPMENT TRUST OBLIGATIONS.

a. General Statement.

Series or Other Designation.	Date of Issue.	Term.	Number of Payments.	Equipment Covered.
The Railroad Equipment Co...	Nov. 25, 1887.	10 years	120	185 box cars

The obligation is represented by 120 notes of \$1,122.48 each payable to the Railroad Equipment company at the office of Post, Martin & Co., New York, one each month, first one due January 15, 1888.

b. Statement of Amount.

Series of Other Designation.	Cash Paid on Delivery of Equipment.	Deferred Payments, Principal.	
		Original Amount.	Amount Outstanding.
The Railroad Equipment company	\$ 9,977 42	\$ 184,695 20	\$ 101,021 40
Total.....	\$ 9,977 42	\$ 184,695 20	\$ 101,021 40

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Ac- rued During Year.	Amount Ma- tured During Year.
Mortgage bonds	\$ 21,000,000 00	\$ 19,500,000 00	\$ 975,000 00	\$ 975,000 00
Miscel. Obligations....	184,695 20	101,021 40	.....	.....
Total	\$ 21,184,695 20	\$ 19,601,021 40	\$ 975,000 00	\$ 975,000 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Amount.	Current Liabilities Accrued to and Including June 30, 1890.	Amount.
Cash	\$ 34,046 95	Loans and bills payable.....	\$ 673,867 15
Due from agents	113,950 12	Audited vouchers and accounts.....	189,748 02
Due from solvent companies and individuals	216,870 24	Wages and Salaries.....	92,914 23
Balance—current liabilities		Net traffic balances due to other companies	9,080 97
		Matured interest coupons unpaid (including coupons due July 1).....	498,980 00
		Miscellaneous	17,833 93
Total.....	\$ 1,471,894 29	Total	\$ 1,471,894 29

Materials and supplies on hand \$147,895. 63.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount out- standing.	Apportionment. To Railroads.	Amount per mile of road.	
			Miles.	Amount.
Capital stock	\$ 21,000,000 00	\$ 21,000,000 00	787.32	\$ 26,672 76
Bonds	19,500,000 00	19,500,000 00	787.32	24,767 56
Equipment Trust obli- gations	101,021 40	101,021 40	787.32	128 31
Total.....	\$ 40,601,021 40	\$ 40,601,021 40	787.32	\$ 51,568 63

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Minneapolis, St. Paul and Sault Ste. Marie and Branches (St. Paul and St. Croix Branch).

Capital stock	\$ 21,000,000 00
Funded debt	19,601,021 40
Current liabilities	1,471,894 29
Total	42,072,915 69
Amount per mile of road—	
Miles	787.32
Amount.....	\$ 53,438 14

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenses During Year not Included in Operating Ex- penses charged to Construc- tion or Equip- ment.	Total Cost to June 30, 1889.	Total Cost to June 30, 1890.	Cost per Mile.
Construction—				
Right of way.....	\$ 17,965 35	\$ 450,417 80	\$ 468,383 15	\$ 594 91
Other real estate.....	702 50	702 50	.....	.....
Fences	7,429 78	83,720 51	91,150 29	115 77
Grading and bridge and culvert ma- sonry.....	16,441 84	3,689,794 08	3,706,235 92	4,707 41
Bridges and trestles.....	269 28	1,066,406 60	1,066,677 88	1,380 22
Rails	1,487 47	3,670,378 58	3,668,891 11	4,659 97
Ties	3,787 84	706,962 68	708,175 29	893 13
Other superstructure	71,588 28	1,089,211 88	1,160,799 66	1,474 37
Buildings, furniture and fixtures...	20,951 62	780,206 46	801,158 08	1,017 57
Shop machinery and tools	39,208 27	111,875 07	72,166 80	91 66
Engineering expenses	67 70	326,671 28	326,738 98	415 00
Interest during construction and discount on securities sold for construction	20 00	18,419,219 99	18,419,239 99	23,594 86
Telegraph line.....	116 77	109,888 20	109,949 97	139 65
Wharfing, etc	68,450 89	268,551 48	337,002 37	428 04
Sidings and yard extensions	18,321 10	117,115 57	135,436 67	172 02
Terminal facilities and elevators...	129,660 62	459,678 61	330,017 99	419 17
Other items.....	14,988 01	246,869 66	231,886 65	294 53
Total construction.....	\$ 31,798 40	\$31,617,117 40	\$31,648,910 80	\$ 40,198 28
Equipment—				
Locomotives	\$ 1,944 39	\$ 540,650 00	542,594 39	\$ 696 17
Passenger cars	2,561 50	136,885 37	139,446 87	177 12
Sleeping, parlor and dining cars...	8,956 13	81,736 97	90,693 10	115 19
Baggage, express and postal cars..	5,268 62	24,069 90	29,338 52	37 26
Combination cars.....	1,160 91	25,180 47	26,341 38	33 46
Freight cars.....	6,917 87	1,645,551 84	1,652,469 21	2,099 85
Other cars of all classes	1,601 74	58,312 25	59,913 99	76 10

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS—Continued.

Item.	Expenses During Year not Included in Operating Expenses charged to Construction or Equipment.	Total Cost to June 30, 1889.	Total Cost to June 30, 1890.	Cost per Mile.
Floating equipment	\$ 848 71	\$ 44,598 45	\$ 45,437 16	\$ 57 71
Total equipment.....	\$ 29,254 37	\$ 2,556,980 25	\$ 2,566,234 62	\$ 3,284 86
Grand total cost construction, equipment, etc	\$ 61,047 77	\$84,174,097 65	\$84,285,145 42	\$ 48,483 14
Total cost construction, equipment, etc—State of North Dakota	\$ 10,304 24	\$ 3,654,084 45	\$ 3,664,338 69	\$ 36,964 96

INCOME ACCOUNT.

FROM ROADS MAKING OPERATING REPORTS.

Gross earnings from operation.....	\$ 1,961,022 78	
Less operating expenses	1,369,322 02	
Total income.....		\$ 591,700 76
Deductions from Income—		
Interest on funded debt accrued.....	\$ 975,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	14,835 28	
Taxes.....	28,483 58	
Permanent improvements.....	9,506 09	
Total deductions from income.....		\$ 1,027,824 95
Deficit		\$ 436,124 19
Deficit from operations of year ending June 30, 1890.....	\$ 436,124 19	
Deficit on June 30, 1889. [From "General Balance Sheet," 1889 report.].....	1,070,194 73	
		\$ 1,506,318 92
Deficit on June 30, 1890. [For entry on "General Balance Sheet."].		\$ 1,506,318,92

EARNINGS FROM OPERATION.

STATE OF NORTH DAKOTA (PROPORTIONAL).

Item.	Actual Earnings.
Passenger revenue	\$ 4,004 87
Mail.....	4,257 56
Express	1,323 00
Extra baggage and storage.....	165 06
Other items.	1,283 80
 Total passenger earnings.....	 \$ 11,235 87
 Freight revenue.....	 \$ 18,118 80
Other items.....	1,118 23
 Total freight earnings.....	 \$ 19,237 03
 Total passenger and freight earnings.....	 \$ 30,473 70
Telegraph companies	988 72
Other sources.	1,573 81
 Total other earnings.....	 \$ 2,567 53
 Total gross earnings from operation—North Dakota.....	 \$ 33,040 23
 Total gross earnings from operation—Entire line.....	 \$ 1,961,022 78

STOCKS OWNED.

New Jersey Bridge Company (International bridge at Sault Ste. Marie) \$ 500 00

OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.]

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
Maintenance of Way and Structures—			
Repairs of roadway	\$ 46,249 94	\$ 94,169 43	\$ 140,419 42
Renewals of rails.....	186 23	379 17	565 40
Renewals of ties.....	374 62	762 76	1,137 38
Repairs of bridges and culverts.....	2,401 02	4,868 70	7,269 72
Repairs of fences, road-crossings, signs and cattle guards.....	381 14	776 05	1,157 19
Repairs of buildings.....	2,498 13	5,076 27	7,569 40
Repairs of docks and wharves.....	111 95	227 95	339 90
Repairs of telegraph.....	1,749 29	3,561 74	5,311 03
Total.....	\$ 53,947 32	\$ 109,842 12	\$ 163,789 44
Maintenance of equipment—			
Repairs and renewals of locomotives	\$ 24,102 09	\$ 49,075 46	\$ 73,178 15
Repairs and renewals of passenger cars	22,043 81	.....	22,043 81
Repairs and renewals of freight cars.....	.....	66,267 17	66,267 17
Shop machinery, tools, etc.....	1,772 98	3,609 96	5,382 94
Total	\$ 47,918 98	\$ 118,952 59	\$ 166,871 57
Conducting Transportation—			
Wages enginemen, firemen and roundhousemen	\$ 38,046 70	\$ 77,486 87	\$ 115,513 57
Fuel for locomotives	52,161 97	208,352 85	260,514 82
Water supply for locomotives	4,591 44	9,348 63	13,940 07
Wages of other trainmen.....	25,596 46	77,901 84	103,498 30
All other train supplies.....	10,604 59	12,457 99	23,152 58
Wages of switchmen, flagmen and watchmen...	14,437 81	29,396 81	43,834 62
Expense of telegraph, including train dispatchers and operators.....	8,591 96	17,498 89	26,085 75
Wages of station agents, clerks and laborers....	26,593 68	54,147 36	80,741 04
Station supplies	2,602 53	5,299 01	7,901 54
Switching charges—balance .....	.....	25 25	25 25
Car mileage—balance.....	5,244 09	50,723 08	55,967 12
Loss and damage.....	3,109 83	6,331 91	9,441 74
Injuries to persons	2,746 54	5,592 23	8,338 77
Other expenses.....	24,147 11	44,233 05	68,380 16
Total.....	\$ 208,076 43	\$ 497,324 66	\$ 705,401 09

OPERATING EXPENSES—*Continued.*

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate Commerce Commission.]

Item.	Chargeable to Passenger Traffic.	Chargeable to Freight Traffic.	Total.
General Expenses—			
Salaries of officers	\$ 13,968 50	\$ 28,431 07	\$ 42,394 57
Salaries of clerks	12,539 00	25,530 66	38,069 66
General office expenses and supplies	1,852 97	3,772 83	5,625 80
Agencies, including salaries and rent	10,724 08	21,835 20	32,559 28
Advertising	2,572 73	5,238 34	7,811 07
Commissions	4,068 88	8,284 65	12,353 53
Insurance	2,373 47	4,832 61	7,206 08
Expense of fast freight lines .....	.....	3,890 11	3,890 11
Expense of traffic associations. ....	.....	682 67	682 67
Rents for tracks, yards and terminals	35,115 70	71,499 04	106,614 74
Legal expenses	4,794 17	9,761 40	14,555 57
Stationery and printing	5,883 79	11,979 97	17,863 76
Other general expenses	14,374 74	29,268 39	43,643 13
Total	\$ 108,262 98	\$ 224,996 94	\$ 333,259 92
Recapitulation of Expenses—			
Maintenance of way and structures	\$ 58,947 32	\$ 109,842 12	\$ 168,789 44
Maintenance of equipment	47,918 98	118,952 59	166,871 57
Conducting transportation	208,076 43	497,324 66	705,401 09
General expenses	108,262 98	224,996 94	333,259 92
Grand total	\$ 418,205 71	\$ 951,116 31	\$ 1,369,322 02
Percentage of expenses to earnings—entire line	101.07	63.33	69.83
Operating Expenses—State of North Dakota			
Maintenance of way and structures	\$ 1,767 21	\$ 5,301 65	\$ 7,068 86
Maintenance of equipment	984 67	3,087 55	4,072 22
Conducting transportation	5,687 25	11,662 46	17,349 71
General Expenses	879 78	3,705 07	3,584 85
Total	\$ 9,318 91	\$ 22,756 73	\$ 32,075 64
Percentage of expenses to earnings—North Dakota	82.94	163.74	97.06

RENTALS PAID.

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Situation of Property Leased.	Name of Company Owning Property Leased.	Item.
Track—		
Between Minneapolis and St. Paul.....	Great Northern railway.....	\$ 6,466 87
Terminals—		
Sault Ste. Marie (bridge)	New Jersey Bridge company.....	11,250 00
Sault Ste. Marie	D., S. S. & A. R'y.....	3,393 75
Minneapolis, Minn.....	N. P. and Gt. N. railways	59,094 86
St. Paul, Minn.....	Gt. N. and N. P. railways.....	26,409 46
Total rentals .....	.....	\$ 100,148 07
Grand total rentals paid.....	.....	\$ 106,614 74

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June 30, 1889.	June 30, 1890.	Year Ending June 30, 1890.	
			Increase.	Decrease.
Cost of road.....	\$ 31,617,117 40	\$ 31,648,910 80	\$ 31,708 40	.....
Cost of equipment.....	2,556,980 25	2,586,284 62	29,264 37	.....
Stocks of other companies owned.....	500 00	500 00	.....	.....
Aberdeen, Bismarck & Northwestern Railway.....	5,894,224 09	5,894,224 09	.....	.....
Lands owned.....	.....	154,872 50	154,872 50	.....
Cash and current assets.....	706,287 10	864,887 31	.....	\$ 841,889 79
First mortgage consolidated bonds held by the company.....	1,500,000 00	1,500,000 00	.....	.....
Capital stock held by the company.....	225,600 00	225,600 00	.....	.....
Other Assets—				
Materials and supplies.....	178,780 44	147,895 63	.....	25,884 81
Sundries.....	48,887 16	48,491 82	.....	395 34
Profit and loss.....	1,070,104 78	1,506,318 92	436,124 19	.....
Grand total.....	\$ 48,285,531 17	\$ 48,572,915 69	\$ 652,044 46	\$ 367,059 94

COMPARATIVE GENERAL BALANCE SHEET—Continued.

Liabilities.	June 30, 1889.	June 30, 1890.	Year Ending June 30, 1890.	
			Increase.	Decrease.
Capital stock.....	\$ 21,000,000 00	\$ 21,000,000 00	.....	.....
Funded debt.....	21,114,490 92	21,101,021 40	.....	\$ 13,469 52
Current liabilities	1,174,040 25	1,471,894 29	\$ 297,854 04	.....
Grand total.....	\$ 43,288,531 17	\$ 43,572,915 69	\$ 284,384 52	\$ 13,469 52

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NORTH DAKOTA.

American Express company—Contract for a tonnage equal to 2,720 pounds carried 494 miles daily. The compensation is \$1,041.67 per month, excess to be paid for at same proportionate rate.

United States Postoffice Department—Minneapolis to Sault Ste. Marie, Mich., \$42.75 per mile per annum; Minneapolis to Fairmount, N. D., \$47.88 per mile per annum; Fairmount to Oakes, N. D., \$58.99 per mile per annum; St. Paul to Cardigan Junction, Minn., \$81.22 per mile per annum.

Company owns its own sleepers, but operates them jointly with the Canadian Pacific railway and Boston & Lowell systems, each road receiving mileage proportion of net earnings.

Company owns and operates its own telegraph line.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From	To	Miles.		
Minneapolis & Pacific Railway company 1st mortgage bonds.	Minneapolis.	Boynton, N. D.	286.59	\$ 14,969 12	All equipment
Minneapolis, Sault Ste. Marie & Atlantic Railway company 1st mortgage bonds.	Minneapolis (Including branches to St. Paul and St. Clox Falls.)	Sault Ste. Marie Paul and St. Clox Falls.)	500.78	19,970 84	All equipment
Minneapolis, St. Paul & Sault Ste. Marie Railway company 1st mortgage consolidated bonds.....	Sault Ste. Marie (Including branches.)	Boynton, N. D. branches.)	787.82	8,522 58	All equipment

EMPLOYEES AND SALARIES—STATE OF NORTH DAKOTA.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	.....	\$ 689 37	\$ 9 95
General office clerks .....	.....	620 78	2 05
Station agents and other station men.....	10	4,990 07	1 60
Enginemen.....	2	2,082 98	8 25
Firemen.....	2	1,298 68	2 10
Conductors.....	2	1,891 80	3 02
Other trainmen.....	4	1,875 64	1 50
Machinists.....	5	3,768 21	2 48
Section foremen	5	2,907 62	1 90
Other trackmen.....	10	3,894 39	1 25
All other employes and laborers.....	5	2,872 51	1 50
Total (including "General Officers")—North Dakota.....	45	\$ 26,243 00	\$ 1 87
Less "General Officers," .....	.....	1,310 15	.....
Total(excluding "General Officers")—North Dakota.....	45	\$ 24,932 85	\$ 1 77
Distribution of above—			
General administration .....	.....	\$ 1,310 15	\$ 3 52
Maintenance of way and structures	15	6,702 01	1 42
Maintenance of equipment.....	5	3,768 21	2 18
Conducting transportation.....	25	14,462 68	1 89
Total (including "General Officers")—North Dakota.....	45	\$ 26,243 00	\$ 1 87
Less "General Officers," .....	.....	1,310 15	.....
Total(excluding "General Officers")—North Dakota.....	45	\$ 24,932 85	\$ 1 77
Total (including "General Officers") entire line.....	1,480	\$ 849,018 57	\$ 1 90

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
STATE OF NORTH DAKOTA.

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	3,426	.....
Number of passengers carried one mile	111,218	.....
Average distance carried	32	.....
Total passenger revenue		\$ 4,004.87
Average amount received from each passenger		1.16896
Average receipts per passenger per mile		.03601
Estimated cost of carrying each passenger one mile.....		.08379
Passenger earnings per mile of road		113.34
Passenger earnings per train mile.....		.92949
Freight traffic—		
Number of tons carried of freight earning revenue	27,215	.....
Number of tons carried one mile	1,119,201	.....
Average distance haul of one ton	41	.....
Total freight revenue		18,118.80
Average amount received for each ton of freight		.66577
Average receipts per ton per mile		.01619
Estimated cost of carrying one ton one mile.....		.02033
Freight earnings per mile of road		194.06
Freight earnings per train mile		.53499
Passenger and freight—		
Passenger and freight revenue		22,123.67
Passenger and freight revenue per mile of road		223.17
Passenger and freight earnings		30,472.70
Passenger and freight earnings per mile of road		307.40
Gross earnings from operation		33,040.23
Gross earnings from operation per mile of road		333.30
Expenses		32,075.64
Expenses per mile of road		323.57

**PASSENGER AND FREIGHT, AND TRAIN MILEAGE—
STATE OF NORTH DAKOTA.—Continued.**

Item.	Column for Tonnage, Number Passengers, Number Trains, Mileage, Number Cars.	Column for Revenue and Rates.
Train mileage—		
Miles run by passenger trains.....	515	.....
Miles run by freight trains	1,236	.....
Miles run by mixed trains.....	46,205	.....
Total mileage trains earning revenue.....	48,046	.....
Miles run by switching trains .....		.....
Miles run by construction and other trains	6,285	.....
Grand total train mileage.....	54,331	.....
Mileage of loaded freight cars—North or east	56,622	.....
Mileage of loaded freight cars—South or west	63,805	.....
Mileage of empty freight cars—North or east.....	21,192	.....
Mileage of empty freight cars—South or west.....	11,136	.....
Average number of freight cars in train.....	5	.....
Average number of loaded cars in train	4	.....
Average number of empty cars in train.....	1	.....
Average number of tons of freight in train.....	32	.....
Average number of tons of freight in each loaded car ...	8	.....

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE.

Item.	Column for Ton- age, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Column for Revenue and Rates.
Passenger traffic—		
Number of passengers carried earning revenue.....	222,506	.....
Number of passengers carried one mile.....	13,470,963	.....
Average distance carried (miles).....	60.5	.....
Total passenger revenue		\$ 329,332.32
Average amount received from each passenger.		1.48011
Average receipts per passenger per mile.....		.02445
Estimated cost of carrying each passenger one mile.....		.08105
Passenger earnings per mile of road.....		510.11
Passenger earnings per train-mile.....		.71777
Freight traffic—		
Number of tons carried of freight earning revenue.....	1,037,752	.....
Number of tons carried one mile.....	230,778,156	.....
Average distance haul of one ton (miles).....	222	.....
Total freight revenue.....		1,475,264.63
Average amount received for each ton of freight.		1.42161
Average receipts per ton per mile.....		.00651
Estimated cost of carrying one ton one mile.....		.00412
Freight earnings per mile of road.....		1,866.72
Freight earnings per train-mile.....		1.28008
Passenger and freight—		
Passenger and freight revenue.....		1,804,596.95
Passenger and freight revenue per mile of road.....		2,240.76
Passenger and freight earnings.....		1,914,181.62
Passenger and freight earnings per mile of road.....		2,376.83
Gross earnings from operation		1,961,022.78
Gross earnings from operation per mile of road.....		2,434.99
Expenses		1,369,822.02
Expenses per mile of road.....		1,700.28

Comr. of R. R's 22.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE— ENTIRE LINE—*Continued.*

Item.	Column for Ton- age, Number Passengers, Num- ber Trains, Mile- age, Number Cars.	Column for Revenue and Rates.
Train mileage—		
Miles run by passenger trains	527,484	.....
Miles run by freight trains	1,080,772	.....
Miles run by mixed trains	179,469	.....
Total mileage trains earning revenue	1,787,725	.....
Miles run by switching trains	123,372	.....
Miles run by construction and other trains	84,595	.....
Grand total train mileage	1,944,692	.....
Mileage of loaded freight cars—North or east	9,862,115	.....
Mileage of loaded freight cars—South or west	7,669,200	.....
Mileage of empty freight cars—North or east	1,509,339	.....
Mileage of empty freight cars—South or west	3,046,522	.....
Average number of freight cars in train	19	.....
Average number of loaded cars in train	15	.....
Average number of empty cars in train	4	.....
Average number of tons of freight in train	195	.....
Average number of tons of freight in each loaded car	18	.....

FREIGHT TRAFFIC MOVEMENT—STATE OF NORTH DAKOTA.

Commodity.	Total Freight Tonnage.	
	Whole Tons.	Per Cent.
Products of Agriculture—		
Grain.....	14,613	53.69
Flour.....	308	1.13
Other mill products.....	243	.89
Hay.....	12	.05
Fruit and vegetables.....	53	.19
Other agricultural products.....	38	.14
Products of Animals—		
Live stock.....	240	.88
Dressed meats.....	1	....
Poultry, game and fish.....	1	....
Wool.....	2	.01
Hides and leather.....	14	.05
Products of Mines—		
Anthracite coal.....	559	2.05
Bituminous coal.....	1,108	4.07
Products of Forest—		
Lumber.....	8,541	31.33
Manufactures—		
Petroleum and other oils.....	27	.1
Iron, pig and bloom.....	37	.14
Other castings and machinery.....	62	.23
Bar and sheet metal.....	10	.04
Cement, brick and lime.....	27	.1
Agricultural Implements.....	90	.33
Wagons, carriages, tools, etc.....	27	.1
Wines, liquors and beers.....	5	.02
Household goods and furniture.....	162	.6
Salt.....	34	.13
Merchandise.....	325	1.08
Miscellaneous—Other commodities not mentioned above.....	176	.65
Total tonnage, North Dakota.....	27,215	100.

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipped With Train Brake.		Cars Fitted With Automatic Coupler.	
			Number.	Kind.	Number.	Kind.
Locomotives—						
Passenger		13	13	West'house air		
Freight		46	8	Steam Brake		
Switching		3	38	West'h's'e air		
			3	"		
Total		62	62			
Cars in Passenger Service—						
First class passenger cars		16	16	"	16	Wilson-Blocker
Second-class passenger cars		10	10	"	10	"
Combination passenger cars		5	5	"	5	"
Dining cars		3	3	"	3	"
Sleeping cars		5	5	"	5	"
Baggage, express, and postal cars		11	11	"	11	"
Other cars in passenger service		1	1	"	1	"
Total		51	51		51	
Cars in Freight Service—						
Box cars		2,056				
Flat cars		856				

Stock cars.....		24	
Refrigerator cars.....		1	
Other cars.....	16	48	
Total	16	2,985	
Cars in Company's Service—			
Gravel cars.....		20	
Caboose cars.....		34	
Other road cars.....		5	
Total		59	
Cars contributed to fast freight line service.....		488	
Total owned.....		8,645	
Cars leased.....	5	5	
Grand Total.....		8,650	

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock.		Line Operated Under Trackage Rights.	Total Mileage Operated.	Steel Rails.
	Main Line.	Branches and Spurs.			
Miles of single track.....	777.98	9.89	18.08	805.85	805.85
Miles of yard track, sidings and spurs.....	81.85	1.42	.....	82.76	82.76
Total mileage operated (all tracks).....	859.28	10.80	18.08	888.11	888.11

MILEAGE OF LINE BY STATES AND TERRITORIES.

MILEAGE OPERATED.

State or Territory.	Line Represented by Capital Stock.		Total Mileage Excluding Trackage Rights.	Mileage Operated Under Trackage Rights.	Steel Rails.
	Main Line.	Branches and Spurs.			
North Dakota.....	99.18	.....	99.18	.....	99.18
Minnesota.....	228.99	5.84	229.83	18.08	247.86
Wisconsin.....	262.80	4.05	266.85	.....	266.85
Michigan.....	192.01	.....	192.01	.....	192.01
Total mileage operated (sin- gle track).....	777.98	9.89	787.82	18.08	805.85

MILEAGE OWNED.

State or Territory.	Line Represented by Capital Stock.		Total Mileage Excluding Trackage Rights.	Steel Rails.
	Main Line.	Branches and Spurs.		
North Dakota.....	99.18	.....	99.18	99.18
Minnesota.....	228.99	5.84	229.83	229.83
Wisconsin.....	262.80	4.05	266.85	266.85
Michigan.....	192.01	.....	192.01	192.01
Total mileage owned (single track),...	777.98	9.89	787.82	787.82

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.			Alignment.		
From	To	Miles.	Number of Curves.	Aggregate Length of Curved Line.	Length of Straight Line.
				Miles.	Miles.
Minneapolis	Sault Ste. Marie.....	491.34	448	90.28	401.11
Cardigan Junction....	St. Paul, Minn.....	5.34	13	2.41	2.93
Dresser Junction.....	St. Croix Falls, Wis.	4.05	8	1.43	2.62
Minneapolis	Boytton, Dak.....	286.59	166	26.43	260.16
	Total	787.32	635	120.50	668.82

CHARACTERISTICS OF ROAD—Continued.

Profile.						
Length of Level Line	Ascending Grades.			Descending Grades.		
	Number.	Sum of Ascents.	Aggregate Length of Ascending Grades.	Number.	Sum of Descents.	Aggregate Length of Descending Grades.
Miles.		Feet.	Miles		Feet.	Miles.
128.60	1,079	4,877	179.84	1,087	5,020	192.90
1.32	5	30	1.31	13	111	2.71
0.51	14	90	1.29	9	125	2.25
89.79	860	2,911	112.70	679	2,220	84.10
220.22	1,968	7,908	295.14	1,788	7,476	271.96

ACCIDENTS TO PERSONS—STATE OF NORTH DAKOTA.

EMPLOYEES.

Trainmen, coupling and uncoupling, injured..... 2

CONSUMPTION OF FUEL BY LOCOMOTIVES — STATE OF NORTH DAKOTA.

Locomotives.	Coal— Tons.	Wood— Cords.	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Bitumin- ous.	Soft.			
Passenger	322	10	327	18,728	47.7
Freight	1,450	40	1,470	35,791	82.2
Work	188	2	187	6,285	60
Total	1,958	52	1,984	55,804	71.1
Average cost at distributing point.	.....	.....	\$ 3 70	.....	.....

CHARACTERISTICS OF ROAD—STATE OF NORTH DAKOTA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Trestles—	
Number	56
Minimum length (feet)	30
Maximum length (feet)	405
Aggregate length (feet)	3,840
Gauge of track, 4 feet, 8½ inches. 99.18 miles.	

TELEGRAPH.

OWNED AND OPERATED BY COMPANY MAKING THIS REPORT.

Miles of line	99.18
Miles of wire	198.26

STATE OF MINNESOTA, }
COUNTY OF HENNEPIN. } ss.

We, the undersigned, F. D. Underwood, General Manager, and C. W. Gardner, Auditor, of the Minneapolis, St. Paul & Sault Ste. Marie Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

F. D. UNDERWOOD,
General Manager.

C. W. GARDNER,
Treasurer.

Subscribed and sworn to before me this 2d day of December, 1890.
[SEAL.]

W. L. MARTIN,
Notary Public.

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the Library on or before the last date
indicated below.



